WORLD NEWS INCLUDING - INCIDENTS, CONTAINER FLEETS, CRUISE SHIPS AND FERRIES

Shipping

TODAY AND YESTERDAY

JUNE 2021

£4.40
No. 375

www.shippingtandy.com

THE LAST 'SAMBOAT' UNDER THE RED ENSIGN
The Sandsend

THROUGH THE EYES OF THE ARTIST
The Renaissance of the Greeks - Part Four

CALEDONIAN MACBRAYNE
170 Years Of Service To The Western Isles

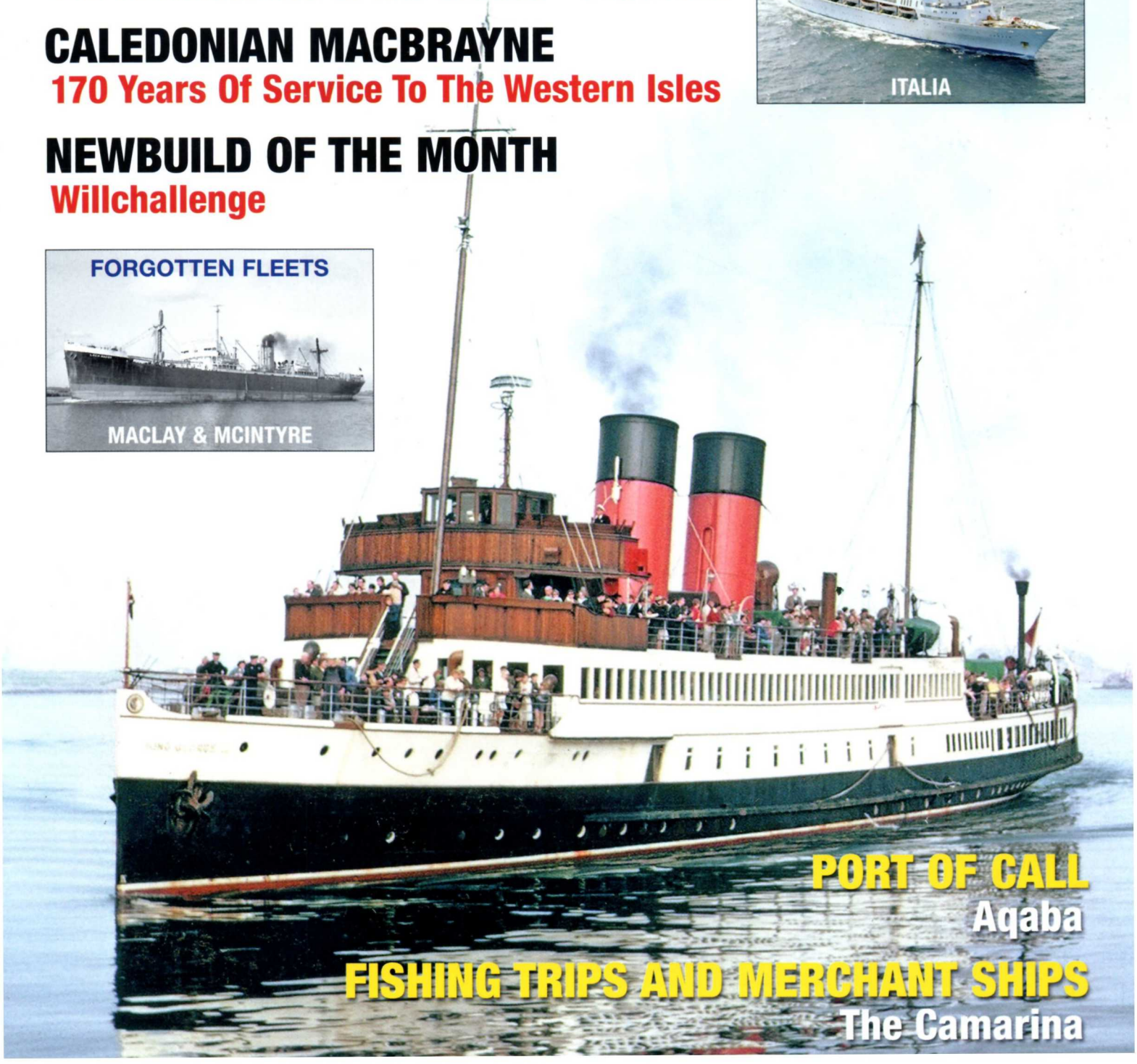
NEWBUILD OF THE MONTH
Willchallenge

MEMORABLE SHIPS

ITALIA

FORGOTTEN FLEETS

MACLAY & MCINTYRE



PORT OF CALL
Aqaba

FISHING TRIPS AND MERCHANT SHIPS
The Camarina

LIVERPOOL SEAFARERS CENTRE

A Lifeline for Seafarers

International Seafarers' Welfare Awards 2019
ISWAN
Voted 'Best Seafarer Centre in the World 2019' at Iswan Awards by seafarers themselves

THE WORK OF LIVERPOOL SEAFARERS CENTRE HAS NEVER BEEN MORE URGENT.

CORONAVIRUS HAS LED TO ENORMOUS SUFFERING AND UNCERTAINTY FOR THE WORLD'S 1.5MILLION SEAFARERS.

UP TO 400,000 REMAIN STRANDED UNABLE TO RETURN HOME DUE TO TRAVEL RESTRICTIONS. MANY ARE NOW AT SEA FOR OVER 15 MONTHS, FAR BEYOND THEIR NORMAL 8-11 MONTH CONTRACT PERIOD.

HELP US TO HELP THE THOUSANDS OF SEAFARERS PASSING THROUGH MERSEYSIDE PORTS.

WE ARE AN ECUMENICAL CHARITY AND RELY ON DONATIONS TO PROVIDE PRACTICAL AND EMOTIONAL SUPPORT TO 50,000 SEAFARERS EACH YEAR.

Pictures: Seafarers visiting Liverpool during the pandemic

www.paypal.me/liverpoolseafarers

0300 800 8080 admin@liverpoolseafarerscentre.org

@Liv_Seafarers Liverpool Seafarers Centre

www.liverpoolseafarerscentre.org

Liverpool Seafarers Centre, 20 Crosby Rd S,
Waterloo, Seaforth, Liverpool L22 1RQ

Charity No 1125539 Company No 06526106

Published By:
Tandy Media Ltd.
PO Box 302, Bexhill-on-Sea,
TN40 9HN

EDITORIAL
Editor: Nigel Lawrence
E: editor@shippingtandy.com
The Editor welcomes the submission of editorial material which should be accompanied by return postage and submitted to the address above. Tandy Media Ltd. accepts no responsibility for loss or damage to materials supplied.
If you have a question or query you wish to raise with the Editor they should be writing to the Tandy Media address. The Editor is not based at the Tandy Media offices and asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at Tandy Media do not have access to the information you require and therefore cannot answer your questions on the phone. Tandy Media cannot undertake research into specific or general queries.
Picture Guidelines: Please do not send originals and ensure your name and address is on all material submitted. All digital images should be at least 300dpi and with a print size width of 21cm. They can be sent by email but only individually.

SUBSCRIPTIONS
Subscriptions, back issues and binders are available from Shipping T&Y.
Annual subscription rates: UK £51.50, Europe £70, Rest of the World £75. We accept cheques and postal orders in Sterling made payable to Shipping T&Y and can also accept most credit/debit cards.
Shipping T&Y, Tandy Media Ltd., PO Box 302, Bexhill-on-Sea, TN40 9HN
T: 0203 745 3367
E: subs@tandymedia.com

ADVERTISING
Advertising Manager:
Simon Briant
T: 01273 594455
E: simon@sdbmarketing.co.uk
Shipping T&Y reserves the right to suspend or refuse any advertisement without giving reasons. Whilst every care is taken to avoid mistakes Shipping T&Y cannot be liable in any way for any errors or omissions. Nor can the publishers accept responsibility for the bona fides of advertisers.

COPYRIGHT
All articles, images and illustrations published in Shipping Today & Yesterday are strictly copyright of the authors and the publisher and may not be reproduced in any form without prior written permission. All photos are the property of the Editor unless otherwise stated.
© Shipping T&Y 2021

MIX
Paper from responsible sources
FSC® C017177
FSC www.fsc.org

Shipping
TODAY AND YESTERDAY

CONTENTS

June 2021 I Issue 375 I ISSN: 0958-7683

FEATURES

18 MEMORABLE SHIPS
Italia

22 CALEDONIAN MACBRAYNE
170 Years of Service to the Western Isles

32 THE MYSTERY OF THE KOBENHAVN
Disappeared in the Southern Ocean

36 THE LAST 'SAMBOAT' UNDER THE RED ENSIGN
The Sandsend

39 80 YEARS AGO
British Merchant Ships lost in June 1941

40 FISHING TRIPS AND MERCHANT SHIPS
The Camarina

44 THROUGH THE EYES OF THE ARTIST
Part Four- Hellenic Mediterranean Lines

48 PORT OF CALL
Aqaba

56 FORGOTTEN FLEETS
Maclay and McIntyre

REGULARS

4 NEWS REPORT
The latest news from around the world

8 CRUISE NEWS
Cruising Staycation Bonanza, Fire on MSC Lirica

12 FERRY NEWS
Bold move by Irish Ferries, Solent limitations ease

16 NEWBUILD OF THE MONTH
Willchallenge

34 PHOTO OF THE MONTH
Fawley

62 READERS' CORNER
Unknown Ship

64 BOOK REVIEWS
Herbert Ponting, Sea of Death, Titanic, What ship, Where bound?

66 CLASSIFIED ADVERTS

22

36

40

48

FRONT COVER:

The beautiful King George V of David MacBrayne. She was built in 1926 and served them from 1935 until 1975.

See article on page 22.

Clyde River Steamer Club

JULY EDITION WILL BE ON SALE ON 8th JUNE

NOTABLE INCIDENTS

On 10th March the 23,289gt/2012-built Iranian containership **Shahr e Kord** (above) was allegedly damaged in the Mediterranean by an attack involving an explosive device that caused a small fire. The Iranian authorities claimed that Israel was behind what it called an act of terrorism and naval piracy. The ship was off the coast of Syria when the incident occurred, en-route to the Syrian port of Latakia. A maritime security source told the media that three other Iranian ships had been damaged prior to this by unknown causes when sailing through the Red Sea. The incident involving the Shahr e Kord came two weeks after an Israeli-owned ship, the 71,177gt/2015-built car carrier **Helios Ray**, was hit by an explosion in the Gulf of Oman, penetrating the hull above the waterline. Iran was blamed for the latter with both of the accused parties denying any involvement.

Mediterranean Shipping Company's (MSC) 194,308gt/2017-built **MSC Tina** hit a quayside at the Marport dock complex, Istanbul, Turkey, on 27th March as she was berthing at the Ambarli terminal. The accident caused a severe gash down the side of the 19,224 TEU capacity vessel's hull (above), plus the quay at Istanbul's Marport complex has also been significantly damaged. Once the scheduled containers were offloaded, the remainder of the cargo was discharged at neighbouring Asyaport before the ship went for repairs.

Norwegian Coastguard

On the morning of 6th April the 5,460gt/2015-built and 4,200dwt **Eemslift Hendrika** encountered difficulties around 60 miles west of Alesund, Norway in severe weather and 15m seas whilst en-route from Bremerhaven to Kolvereid in Norway. Part of the ship's cargo of boats had shifted and she developed a 15-30 degree list to starboard (above). The vessel also had a deck cargo of 5 vessels of various sizes, the largest being the brand-new aquaculture workboat, the 246gt/2021-built AQS Tor. A distress call was made and the Norwegian coastguard sent helicopters to the site to determine the situation. Initially, 8 crew members were airlifted from the stricken vessel around midday and taken to Ålesund. After a 12-hour battle with the ship, the Captain and remaining 3 crewmembers were airlifted to safety. In the afternoon, the AQS Tor had broken free from the deck of the Eemslift Hendrika and survived the fall from her piggyback vessel, being located the next morning around 1 mile from the scene. The next day the 8,053gt tug Normand Drott of Solstad Shipping managed to get a tow line attached and started towing the ship to safety. She arrived at Ålesund on 9th April.

The 151,933gt/2011-built containership **CSCL Star** struck the berthed 15,651gt/2019-built expedition cruise ship **Hanseatic Inspiration** in Hamburg Port on 18th March while she was departing from her berth. The containership sustained superficial damage but was allowed to continue her voyage. The Hapag-Lloyd cruise vessel sustained more notable damage on her upper decks.

On the morning of 13th March, 2 dry bulk carriers collided whilst 10 nautical miles west of the Greek island of Kithira in the southern Peloponnese. The 22,115gt/2008-built **Kiveli** hit the 8,887gt/2010-built **Afina I** midships. No injuries were reported but both ships suffered water ingress. A full investigation followed as to how the Kiveli apparently did not see the Afina I, or vice-versa.

EDITOR'S LOG

I was deeply saddened to hear of the passing of HRH Prince Philip on 9th April. He was very much a man of the sea having joined the Royal Navy in 1939. While at the Britannia Royal Naval College in Dartmouth, Philip won two prizes for being the best cadet, showing his talent from early on. He graduated from Dartmouth in 1940.

He spent four months on the battleship HMS Ramillies, protecting convoys of the Australian Expeditionary Force in the Indian Ocean, followed by shorter postings on HMS Kent, on HMS Shropshire.

In February 1941, Philip was commissioned as a sub-lieutenant and was involved in the battle of Crete. He was mentioned in dispatches for his service during the battle of Cape Matapan, in which he controlled the battleship's searchlights. He was also awarded the Greek War Cross.

Promotion to lieutenant followed inJuly 1942. In October of the same year, he became first lieutenant of HMS Wallace, at 21 years old one of the youngest first lieutenants in the Royal Navy. During the invasion of Sicily, in July 1943, as second in command of Wallace, he saved his ship from a night bomber attack by devising a plan to launch a raft with smoke floats that successfully distracted the bombers, allowing the ship to slip away unnoticed. In 1944, he moved on to the new destroyer, HMS Whelp, where he saw service with the British Pacific Fleet in the 27th Destroyer Flotilla. He was present in Tokyo Bay when the instrument of Japanese surrender was signed.

In July 1950, he was promoted to lieutenant commander and given command of the frigate HMS Magpie. In June 1952, Philip was promoted to commander, though his active naval career had ended in July 1951. In 1952, he left the Royal Navy to fulfil his responsibilities as consort, becoming Admiral of the Fleet the next year.

He was an avid reader of our magazine. I had the pleasure of meeting him ten years ago just before his 90th birthday and he told me how much he loved the "Yesterday" parts of the magazine! He was a truly great and wonderful man and will be sorely missed.

editor@shippingtandy.com

A SUEZ CRISIS FOR THE NEW MILLENNIUM

The 219,079gt/2018-built Evergreen Marine containership Ever Given, with a 20,388 TEU capacity, triggered what has been dubbed as the 21st century Suez Crisis on 23rd March. The 399.90m long and 59m beam Golden Class ship was transitting the canal, en-route from China to Rotterdam, as part of a 20-ship convoy, northbound as ship No.5 in the line, when the vessel encountered a sudden sand storm and associated high winds (a gust of 46mph was recorded). Before the crew could act, the ship was blown to starboard across the "new" wider Suez Canal at 0740 local time and her bow embedded itself in the bank of the waterway, which swung the stern into the opposite bank. This rendered the propeller and rudder inoperable. The canal was closed immediately with all 15 trapped ships astern tying up or anchoring along the canal to await a solution to the massive problem. In no time there was a backlog of over 100 vessels seeking to transit between the Red Sea and the Mediterranean. The incident took place at Kilometre 151 and reports suggested that the vessel had suffered a black out just as she encountered the storm.

By 27th March around 400 ships were waiting to traverse the Suez Canal as efforts to free the ship continued. That evening presented one of the best times to free the ship as the tidal range through the waterway was reportedly up to 1.9m. This 120 mile/193km-long key trade route is narrow, less than 205m wide in some places (half the length of the stranded ship), and can be a challenge to navigate. To highlight the huge volumes of freight affected, the Ever Given was carrying around $10 billion of goods on her own, not to mention all the other ships. About 12% of global trade goes through the canal annually (more than 1 billion tonnes of goods).

As the effects of the incident increased, the struggle to dislodge the ship was placed in the hands of Salvors. Shoei Kisen Kaisha, the company from which Evergreen charters the ship, appointed a team from Smit Salvage of The Netherlands and from Nippon Salvage of Japan. Whilst the Ever Given sat 6 nautical miles from the southern entrance of the canal, the discussions as to the cause and the possible remedies continued. The Egyptian Maritime Authority stated that the Ever Given had suffered machinery problems affecting manoeuvrability on the morning of the accident, something the ship's owner, operator and manager denied, insisting the ship veered off course because of the aforementioned high winds. The AIS track showed the ship veered towards the other side of the canal, then back on course before a fairly sudden turn back to starboard when the grounding happened. A speed of around 13 knots was also displayed at one point, faster than the channel speed. Some sources suggested that another possibility was what is known as the "Bank Effect" that comes into play when a ship displaces the water in a confined channel and it has nowhere to go. The water gets "squeezed" in between the ship's hull and the bottom/sides of the channel, which can cause a ship to squat, for example at the stern, deeper in the water. Water that gets "compressed" in this process can speed up and lose pressure, pulling the hull into a vacuum. No doubt the investigation will reveal all in due course.

Immediately behind the Ever Given had been the 74,642gt/2007-built Maersk Denver, which had no option but to sit there until the stricken ship was moved. She was on the MECL Service bound for Algeciras and North America. A further 3 Maersk Line ships were immediately impacted whilst heading southbound, namely the 141,754gt/2013-built Maersk Esmeraldas (AE1 Service bound for Salalah and Vung Tau), the 94,483gt/2006-built Maersk Saigon (TP11 Service bound for Tanjung Pelepas and Laem Chabang) and the 99,002gt/2008-built Gunde Maersk (TP12 Service bound for Salalah and Colombo). The blockage was estimated to cost global trade $6 billion-$10 billion a week and also highlighted a major risk faced by the shipping industry as more and more ships transit maritime pinch points including the Suez Canal, Panama Canal, the Strait of Hormuz and the Malacca Strait.

On 27th March a fleet of 14 tugs were on scene and the Cutter Suction Dredger Mashhour was also positioned 100m off the Ever Given's bow and was clearing the sand from beneath the ship's hull to a depth of 18m and had cleared 29,000m^3 by the evening of 28th March when she had moved to round 15m from the bow (2,000m^3 of material every hour). By the evening, the stern of the ship had been freed and the single propeller and rudder were operable once more. The vessel was also moved around 30m, but not enough to make an impact on the situation. Spring tides through the canal system on 28th/29th March would apparently boost the water level by around 46cm so there were high hopes of further progress.

An option for shipping lines with vessels requiring the canal was to re-route ships around Africa and the Cape of Good Hope, but this adds around 3,800 nautical miles and 12 days to the transit time from Asia to Europe. Ships would most likely need to increase speed too, so as to maintain their weekly schedules. But this of course incurs further costs as an increase of 2 knots over five days of extra sailing can reportedly burn an additional 1,000 tonnes of fuel. The disruption came at a time when oil prices were already volatile. Crude oil surged above $70 a barrel, then slumped to around $60 before jumping 5% the day after the incident. Further increases were expected before matters returned to normal. The delays also risked subsequent potential spikes at ports in Europe as several ships called together that would normally be days apart. Congestion at some ports had already been an issue even before this. The 219,688gt/2019-built Ever Greet, also operated by Evergreen, and the 52,467gt/2013-built Hyundai Prestige were the first two containerships reported to have changed their courses, making for the tip of Southern Africa rather than the Suez Canal. The 232,311gt/2020-built HMM Rotterdam followed suit, making a U-turn off Gibraltar. Next to change their voyage plans were the 232,311gt/2020-built HMM Stockholm, the 210,890gt/2017-built OOCL United Kingdom, the 57,692gt/2004-built vehicle carrier Morning Calm and the 23,224gt/2014-built cargo ship Angelic.

On 28th March, 5 days after the ship went aground, President Abdel Fattah al-Sisi of Egypt ordered preparations for lightening the cargo of the grounded Ever Given. Fortunately, this option was not needed. The high tide on the evening of 28th March allowed the ship's stern to be freed and slewed across the canal. The tug operation had been ramped up beforehand using the ocean-going 1,805gt/1993-built Baraka 1 and the 1,805gt/1994-built Ezzat Adel, each with a bollard pull of 160 tonnes. These were also joined by the 3,732gt/2009-built AHTS ALP Guard (with a 285 tonnes bollard pull) and the 1,658gt/2006-built Carlo Magno (with a 155 tonnes bollard pull) on the 28th. The combined power of these vessels pushed the exercise forward leaps and bounds on the next high tide. The tugs all blew their horns in celebration when the ship began to respond. The following day, at around 1500 local time, a major effort to get the job done saw the ship hauled clear of her involuntary resting place by the now fleet of 15 tugs. So, after a week blocking this crucial cargo highway, the Ever Given began to move under her own power and proceeded north to the Great Bitter Lake anchorage for inspection. The ship had suffered some water ingress in void spaces in her bow and the bow thruster room, so this was pumped out and repairs made.

Once the canal reopened, 113 ships transitted the canal in both directions by early the next morning, with the backlog of 422 ships largely cleared by the Easter weekend. The cost of crude oil also dropped once the canal was clear again. Shipping companies began to count the costs once the incident was over with many reportedly unable to recoup financial penalties incurred via their insurances. The Suez Canal Authority was urged to act quickly to upgrade its technical infrastructure if it is to avoid future shipping disruption. A new tug was expected to arrive the week after the ship was freed with another being delivered in August. A new dredger was already on delivery from The Netherlands and five more tugs from China are expected. A further option to ease future congestion would be to extend a second channel south of the one that Egypt opened in 2015 at a cost of $8 billion along a 70km portion of the waterway. Such an extension would allow traffic to continue flowing even if a ship were grounded. As the investigation into the grounding of the Ever Given in the Suez Canal gathered pace, the ship's Japanese owner, Shoe Kisen Kaisha, declared General Average. This is a principle of maritime law that requires that the shipowner and its customers share a proportionate amount of the costs associated with saving a vessel after a major casualty. When General Average is declared, cargo owners are required to contribute to a GA fund before cargo can be released. Those parties with cargo onboard (ship and cargo were given an estimated combined value of $3.5 billion) may be in for a long wait before it is released.

It seems that freeing the ship was only the beginning.

CONTAINER FLEETS

Cido Shipping has returned to containerships after a hiatus of over 3 years following an order for two 15,900 TEU capacity ships at Hyundai Heavy Industries in South Korea, with an option for two more. The ships will be delivered in 2022 and 2023 and are set to join MSC on long-term charter. South Korea based Cido Shipping stepped back from the container scene in 2017 following the sale of 10 ships to MPC Container Ships.

CMA CGM named the 6th LNG powered, 23,000 TEU capacity containership CMA CGM Montmartre on 21st March. The ship's Godmother was Miao Wang, chairman of Better Blue, United Nations Young Champion of the Earth and winner of the Vogues Bulgari "Aurora" awards, rewarding inspirational women.

Compañía Sud Americana de Vapores (CSAV), a Chilean containership operator, saw the final remnants of its sea-bourn identity disappear when the last containerships to carry the CSAV prefix, the four 8,600 TEU capacity CSAV Tyndall (96,628gt/built 2014) and the 96,628gt/2013-built CSAV Toconao, CSAV Traiguen and CSAV Trancura (controlled by Eastern Pacific & Zodiac Maritime) were sold and chartered on to Maersk for a period of in excess of 40 months. The first 3 ships were sold to J.P Morgan, while the Eastern Pacific owned ship was acquired by XT Shipping of Israel. The ships were built in 2013 and 2014 at Daewoo's Mangalia yard in Romania. The quartet of ships looked set to be renamed by Maersk Line with the company's naming traditions generally leading to a chartered ship carrying a name prefixed with Maersk, whilst a ship where the name Maersk appears second usually signifies that she is owned by the Danish company. Maersk has also taken on three 4,600 TEU capacity panama ships, namely the 47,855gt/2009-built Northern Priority, 47,855gt/2010-built Northern Promotion and the 47,855gt/2010-built Northern Precision of V Ships plus the 39,906gt/2006-built and 4,253 TEU capacity Xiamen and the 39,941gt/2003-built and 4,252 TEU Nagoya Tower, both from Zodiac Maritime.

Evergreen announced on 23rd March that it will order twenty 15,000 TEU capacity containerships as part of a major fleet expansion plan. The shipyards shortlisted were named as Hudong Zhonghua Shipbuilding, Jiangnan Shipbuilding, Imabari Shipbuilding, Samsung Heavy Industries and Hyundai Heavy Industries.

Hapag-Lloyd has signed an agreement to purchase Rotterdam-based NileDutch, a leading provider of container services to and from West Africa. With over 40 years of expertise, NileDutch maintains a presence in 85 locations across the world and has 16 of its own offices in the Netherlands, Belgium, France, Singapore, China, Angola, Congo and Cameroon.

HMM welcomed the 152,003gt/2021-built HMM Nuri, the first of eight 16,010 TEU capacity newbuild containerships designed as LNG-ready, into the fleet in mid-March. The delivery of the vessels marks a major milestone in the company's fleet expansion plan targeting one million TEUs in capacity by 2022. Sistership HMM Gaon was named a week later on 22nd March at Ulsan. According to HMM, the word Gaon in pure Korean means "become a centre of the world."

Maersk Line is adding a new Transpacific service called the TP23, which will call at East Coast ports thereby reducing the congestion on the U.S West Coast and offering shippers alternatives to the existing Asian export services, many of which call at Southern Californian ports. The new Transpacific East Coast service will include port calls in Vietnam and Yantian with a Panama Canal transit and direct connections to Savannah, Charleston and Newark in the U.S.A. TP23 is set to start in early May from Asia.

Ocean Network Express' (ONE) 146,694gt/2019-built ONE Apus, which lost 760 containers in a storm in the North Pacific on 30th November, departed from Japan's Kobe Port on 16th March with an arrival date of 30th March in the Southern Californian Port of Long Beach. From 31st March 2021 a new EAF service complemented the existing Asia-East Africa services (EA1/EA2), providing a direct service to Kenya and Tanzania. The EAF service made its debut from Shanghai with a weekly service rotation of Shanghai-Ningbo-Nansha-Singapore-Port Kelang-Mombasa-Dar es Salaam-Port Kelang-Singapore-Shanghai. The service is offered jointly by Hapag-Lloyd, Ocean Network Express (ONE) and Gold Star Line (GSL) and will consist of 7 ships of 2,800 TEU nominal capacity each, with two of them operated by Hapag-Lloyd, another two by ONE and the three other vessels by GSL.

OOCL introduced a new China Indonesia Service (CIS) service, (which replaced the CIP) on 18th April with a rotation of Qingdao-Shanghai-Ningbo-Da Chan Bay-Jakarta-Surabaya-Port Kelang-Qingdao.

Regional Container Lines purchased 2 vessels to bolster its owned fleet in March in the shape of the 66,462gt/2006-built and 5,888 TEU capacity OOCL Antwerp plus the 13,188gt/1996-built and 1,094 TEU capacity Ratana Thida (above). The previous month, RCI bought the 71,867gt and 6,310 TEU capacity APL Norway. Reports also suggested that the 91,761gt/2011-built and 8,586 TEU capacity Mediterranean Bridge was also on RCI's shopping list.

Seaspan Corporation continued its newbuilding programme by ordering six 15,000 TEU capacity containerships in early March. This brought the number of newbuilds ordered by Seaspan to 31, including two 24,000 TEU capacity vessels and the acquisition of two second-hand 2019-built ships since December. Then, towards the end of March, a further six 15,500 TEU capacity ships were ordered for delivery 2023-2024.

SITC has ordered 8 containerships from Yangzijiang Shipbuilding, being options declared by the company under two newbuilding contracts signed with the shipyard in August and December 2020.

TS Lines has purchased another pair of 1,730 TEU capacity ships from Reederei Nord Klaus E Oldendorff in the form of the 18,826gt/2015-built Nordviolet and the 18,826gt/2016-built Nordlily. In November 2020, TS Lines purchased two near-identical 18,826gt/2016-built vessels, the Nordemilia (now TS Laemchabang) and the Nordclaire (now TS Haiphong).

Wan Hai Lines ordered nine 13,200 TEU capacity neo-Panamax ships in March from South Korean ship builder Hyundai Heavy Industries for delivery in 2023. A further two neo-Panamax ships were acquired secondhand from Pacific International Lines in 2020 whilst the newbuilds will be deployed on services calling at the US West Coast, the west coast of South America etc. Back in January Wan Hai Lines commissioned twelve 3,013 TEU newbuildings from Japan Marine United Corporation (JMU) and Nihon Shipyard, for delivery between 2022 and 2023, whilst the shipyard is still building four 3,000TEU ships that Wan Hai had ordered in 2018. A further six 2,038 TEU capacity newbuildings from Guangzhou Wenchong Shipyard are set for delivery later in 2021 with another six similar units from the same shipyard coming in 2022. On 25th March Wan Hai Lines confirmed orders for 5 more 13,200 TEU capacity newbuilds with Hyundai Heavy Industries.

Yang Ming Marine Transport Corp. held the naming ceremony for its latest 2,800 TEU newbuild, the 32,720gt/2021-built YM Constancy, at CSBC's Kaohsiung shipyard on 19th March (above). The 209.75m long/32.80 beam and 11.20m draught ship is the 8th in a series of ten 2,800 TEU capacity container vessels, each having a nominal capacity of 2,940 TEU. The YM Constancy is designed with a service speed of 21 knots and has the Sea Sword Bow design to significantly save energy and optimize hydrodynamic performances.

BULK and TANKER NEWS

BW LNG, a subsidiary of the BW Group, took delivery of the new LNG carrier BW Lesmes in mid-March. The 174,000m3 capacity LNG carrier has been named after the late LNG trading pioneer, Luis Lesmes, and was built at the South Korean shipyard Daewoo Shipbuilding & Marine Engineering (DSME).

James Fisher has ordered an LNG dual-fuel pair of ships for delivery to the fleet in 2022. Announced in mid-March, new vessels will be traded by James Fisher Everard (JFE) alongside its' existing fleet and are the first clean product tankers of this size to incorporate dual-fuel emissions-reducing propulsion technology. The ships will also incorporate innovations in design and construction technology to further enhance hydrodynamic performance.

K Line's first LNG-powered car carrier was announced as having joined the fleet on 12th March 2021. The 73,515gt/2021-built Century Highway Green was delivered from the Tadotsu Shipyard Co., part of the Imabari Shipbuilding Group. The company said that the delivery represents an important milestone for achieving the targets set forth in the K Line Environmental Vision 2050 of improving CO2 emission efficiency by 50% compared to 2008.

Klaveness Combination Carriers ASA (KCC) took delivery of the Bass on 25th March from New Yangzi Shipyard in China. The ship is the 7th of 8 contracted CLEANBU combination carriers and was scheduled to load her first cargo of clean petroleum products towards the end of April. Like her sister vessels, the Bass has been named after a fish/sea creature, honouring KCC's commitment to clean oceans and environmentally friendly shipping.

Mitsui O.S.K. Lines (MOL) has invested in the Norway-based company Larvik Shipping, which has been managing industrial liquefied CO2 tankers serving Europe for over 30 years. The company is one of just a few in the world qualified to operate vessels for the transportation of food grade CO2, used mainly by hospitals, breweries, and the food industry.

NYK took delivery in early March of the 49,877gt/2021-built and 210m long wood-chip carrier Southern Ace for use by the Japanese paper milling company Hokuetsu Corporation. The 60,222dwt ship was built by Oshima Shipbuilding Co., Ltd. in Saikai city, Nagasaki, Japan. Nippon Yusen Kabushiki Kaisha (NYK) and Hokuetsu have a long-term contract for this latest eco-ship, which uses approximately 15% less fuel compared to conventional ships of this type.

Shell announced in March that it had signed agreements to charter 10 new VLCCs, which will be powered by dual-fuel LNG engines. Four of these have been chartered from Advantage Tankers, three from AET and three from International Seaways. All 10 ships will be built in South Korea by Daewoo Shipbuilding & Marine Engineering (DSME).

Star Bulk completed the acquisition of six Eneti Inc. (formerly Scorpion Bulkers) dry bulk carriers on 16th March. Star Bulk had signed an agreement with Eneti in February to acquire a total of seven bulkers by assuming the outstanding lease obligations of the vessels. The 7th vessel of the transaction, the 36,421gt/2015-built SBI Pegasus, was expected to be delivered to the company April-June 2021. Earlier in March, Star Bulk also purchased two eco-friendly resale Kamsarmax bulkers, scheduled for delivery in June and September 2021, respectively, from the YAMIC shipyard. At the time of writing, Star Bulk had a fleet of 128 operational vessels.

Stena Bulk rolled out its InfinityMAX hybrid bulk carrier concept design on 8th March 2021 in an attempt to push the shipping industry's boundaries for zero-carbon, multimodal vessel design. The new concept, which is designed to carry both dry and wet cargoes in modular compartments, is built with several new core principles that, accumulatively, are said to represent a paradigm shift in cargo transportation. The ultra-flexible, zero-emission design has been created with standardised modular cargo units that can carry dry or liquid bulk or liquified gas products (such as methane, hydrogen or ammonia).

PORT NEWS

ABP unveiled an ambitious vision for the Port of Lowestoft in March in support of the Southern North Sea energy sector and the wider East Anglia region. Over the next five years, ABP will develop the Lowestoft Eastern Energy Facility (LEEF), which will bring significant upgrades to marine facilities at Lowestoft's Outer Harbour, creating key capabilities to support the UK's journey towards achieving net zero greenhouse gas emissions. The project will deliver state-of-the-art port infrastructure to meet the offshore energy industry's current and future demands. Centred around the Outer Harbour at the Port of Lowestoft, LEEF is a major opportunity, the first phase of which will require around £25 million of investment. When complete, the project will provide 360m of berthing space for simultaneous use by three SOVs and deliver up to 8 acres of flexible storage and marshalling area. as seen in the artist's impression above.

Boskalis Westminster Ltd. undertook a Surveying and Maintenance Dredging project in Portsmouth Harbour 22nd-30th March using the 225gt/1989-built and 27m long "plough" vessel Fastnet Sound, the 5,395gt/2001-built and 97.70m long trailing suction hopper dredger (TSHD) Waterway and the support vessel Shoreline.

Norway gave the green light in mid-March to preparations for the construction of what is expected to become the world's first ship tunnel. The Stad Ship Tunnel will cut through the Norway's Stad peninsula allowing ships with a maximum beam of 25.5m to avoid one of the most dangerous routes along the Norwegian coast. The Norwegian Coastal Administration received an assignment letter from the Ministry of Transport and Communications that allows the ambitious project to move forward. The entire project is estimated to cost NOK 2.8 billion with a construction period of 3-4 years.

The River Thames looks set to be a cleaner place thanks to a new collaboration between the biggest commercial vessel operator on the Thames, GPS Marine and Green Biofuels, the UK's leading provider of clean advanced fuel GreenD+. The aim is to help reduce London's carbon emissions, improve local air quality, and boost the Thames' drive to clean up and reduce pollution. GPS Marine and Green Biofuels commenced their partnership in 2020 by fuelling with GreenD+ the Thames Tideway Tug pulling barges to one of London's largest construction projects: the new 'Super Sewer'. From March the new fuel bunker barge, the Dispenser (a refurbished barge), is not only refuelling the tug delivering tunnel lining ring segments for the Thames Tideway Central Section, but also a growing number of other commercial vessels on and around the Thames. The Dispenser will supply GreenD+, which is the lowest emission diesel fuel available on the river. Consequently, cleaner fuels used by river vessels can replace HGVs on London roads and deliver a huge reduction in emissions and boost air quality. In further independent trials with Red Funnel Ferries in 2018, switching from Marine Gas to Green D+ resulted in significant emissions reductions of up to 30% NOx and 70% of total particulate matter.

CRUISING STAYCATION BONANZA!

The month of March brought with it a flurry of news concerning staycation cruises as cruise operators seized upon a golden opportunity to welcome guests once again for cruises around the United Kingdom. All guests will need to be over 18 and fully Covid-19 vaccinated beforehand. The options available include the following:

Celebrity Cruises will deploy the recently refurbished 122,210gt/2011-built Celebrity Silhouette to Southampton from 3rd July on a series of 6-8 night itineraries around Great Britain's coastline. Ports of call will include Portland, Inverness, Kirkwall, Glasgow, Belfast, and Liverpool.

Cunard announced on 11th March that they would offer a series of UK staycation voyages on the 90,901gt/2010-built Queen Elizabeth, providing a unique opportunity this summer for British guests. Sailings will be from Southampton and will be in UK coastal waters. The new staycation voyages replace a number of international sailings that are unfortunately cancelled due to the current environment. Sailings on the 90,746gt/2007-built Queen Victoria are now cancelled for departures up to and including 27th August 2021, the Queen Elizabeth's summer Mediterranean fly cruise season and all departures up to and including 11th October 2021 are cancelled and the 149,215gt/2003-built Queen Mary 2 is not scheduled to operate until after 12th November 2021. The Queen Mary 2 made her first ever visit alongside in Portland Port, Dorset, on 18th March.

On 26th March Cunard provided further details of the UK cruises, which will be 10 British Isles Voyages and 3 Sun Voyages, lasting between 3 and 12 nights. The British Isles Voyages include scenic sailings along Britain's coastline to visit The Jurassic Coast, Cornwall including Land's End and Scotland including the Isle of Arran, Mull of Kintyre and Sound of Mull. Four voyages will make various port calls, including Liverpool, Greenock, Invergordon, Belfast, Newcastle as well as a maiden call for Cunard's fleet to Holyhead.

Disney Cruise Line joined the UK cruising party with the Disney Magic being deployed on 2, 3 and some 4 night voyages on round-trips from London Tilbury, Newcastle, Liverpool and Southampton. Guests will remain aboard the 83,969gt/1998-built Disney Magic throughout the sailings.

Fred. Olsen Cruise Lines unveiled a series of British Isles and scenic sailings on 17th March that would commence from 5th July. The 11 cruise programme includes departures from Dover and Liverpool, with scenic sailings taking in the best of the British Isles, including the Shetland and Orkney islands and the Isles of Scilly. The 61,849gt/1997-built Borealis kicks off the itineraries with her 3 night maiden voyage for Fred. Olsen from Liverpool and the 62,735gt/2000-built Bolette does likewise from Dover on 16th August.

MSC joined the announcements in March to reveal UK cruises from 20th May. By popular demand, a Meraviglia Class ship was deployed to the UK instead of the originally intended MSC Magnifica (95,128gt/built 2010) so the 181,541gt/2021-built MSC Virtuosa (above) will spend her inaugural season in the UK. MSC will sail from the new Southampton terminal in western docks. At the time of writing, MSC will carry both vaccinated and unvaccinated passengers, with all guests tested prior to embarkation. Non-vaccinated guests will also be required to show proof of a negative test done within 72 hours prior of travel, and crews will undergo weekly testing following 14 days of quarantine prior to joining the vessel.

P&O Cruises announced on 17th March that it is offering a series of short breaks on the 143,730gt/2015-built flagship Britannia this summer, and week-long cruises on the brand new 184,089gt/2020-built Iona. These cruises will depart from Southampton with the Britannia's first departure being 27th June. The intention will be to look at the weather forecast each prior to cruise and direct the ships towards any warm and sunny conditions. The Britannia will offer 3 and 4 night breaks and one 6 night holiday between 27th June and 19th September. The Iona will offer 7 night itineraries from 7th August to 18th September. The cruises will of course be for UK resident Covid-19 vaccinated guests only.

Princess Cruises revealed details of its United Kingdom based Summer Seacations in March, as the list of intending operators grew longer. The Regal Princess and Sky Princess are scheduled to sail 14 (31st July-23rd September) and 8 voyages (30th August-28th September) respectively from Southampton.

Saga Cruises launched its Round Britain sailings on 29th March with the first one departing from Tilbury on 27th June with the 58,119gt/2019-built Spirit of Discovery to the Scottish Highlands and Islands. The ship then sails again on 3rd/11th/25th July. The ship's next advertised sailing is from Southampton on 24th September. The inaugural cruise of the 58,119gt/2020-built Spirit of Adventure will now depart from Tilbury on 26th July for 15 nights with calls at Newcastle, Newhaven (Edinburgh), Dundee, Kirkwall, Ullapool, Cruise St Kilda, Greenock, Belfast, Douglas, Holyhead, Bristol and Falmouth before disembarking in Dover. Both ships have been hibernating at Tilbury during the cruising pause.

Tradewinds Voyages plans to offer UK itineraries with its brand-new sailing cruise ship Golden Horizon from 6th July, the first cruise departing from Leith. Ports of call around the UK on each cruise will include destinations such as St. Mary's, Dartmouth, Liverpool, Poole, Cowes, Harwich and Falmouth. The schedules are intended to conclude at the end of August after Norway and Denmark itineraries.

Viking saw an overwhelming response from Brits booking its UK cruises, as did the likes of Cunard and P&O. After announcing a May restart in March, as well as its first three ocean ship sailings for UK travellers, the departures quickly filled up with past passenger bookings. The aptly-named "England's Scenic Shores" voyages will depart from Portsmouth on 22nd/29th May and 5th June and will call at Liverpool, Tresco in the Isles of Scilly, Falmouth and Portland. The 47,842gt/2021-built Viking Venus will make her cruising debut from Portsmouth on these sailings on 22nd May. The ship will arrive in the UK beforehand as she is due to be christened by British Godmother Anne Diamond in the UK on 17th May. Viking had also announced that it had become the first cruise line to complete the installation of a full-scale polymerase chain reaction (PCR) testing area at sea to help detect the spread of coronavirus. This PCR testing area will be on all of the three planned voyages and has the capacity to test every crew member and guest daily for Covid-19. As well as daily PCR tests, Viking has implemented new air purification technology on its ships and there will be additional health checks, sanitisation and social distancing measures in place too.

Smaller operators to cruise the UK and Ireland this summer include Hurtigruten (4 departures from Dover aboard the 16,151gt/2003-built Maud (ex-Midnatsol) from 4th July-10th September), Noble Caledonia 4,200gt/1992-built (Island Sky and 4,200gt/1991-built Hebridean Sky, 6 departures 3rd June-8th July) and Riviera Travel (6,752gt/1990-built Seaventure, 4 departures, 5th/12th/19th/26th July from Leith and Greenock).

FIRE ON THE LIRICA

On the afternoon of 12th March, a fire broke out along the starboard side of MSC Cruises' 65,591gt/2003-built MSC Lirica (above) at 1542 local time whilst she was moored in the harbour in Corfu, Greece. The fire appeared to have originated in an empty fibreglass lifeboat on deck 6 whilst the ship was in warm lay-up. No injuries were reported among the 51 crew who were onboard the ship at the

time of the incident. The two fire teams aboard the ship, the 192gt/1975-built port tug Christos XXV and local fire engines attended to battle the blaze. The 493gt/1967-built landing craft style ferry Grigoris M went to the scene carrying a fire engine to assist in the firefighting and the 983gt/2002-built Kerkyra Line's Alkinoos also played a part. The operation was declared as completed by 1858 local time. A preliminary assessment showed that there was no damage to the interior areas of the ship but only to her starboard side due to the flames and the dense black smoke caused. Two fibreglass lifeboats/tenders were destroyed. A full investigation followed.

ODYSSEY AT SEA

Royal Caribbean International's second Quantum Ultra-class cruise vessel, the 169,379gt/2021-built Odyssey of the Seas, built by Germany's Meyer Werft shipyard in Papenburg, set off on an extensive set of sea trials on 14th March from Bremerhaven. The final interior work was underway on board at the time and the ship was to be the third that Meyer Werft had delivered during the pandemic. Becoming Royal Caribbean's 25th ship, the Odyssey of the Seas was delivered on 31st March at Bremerhaven. As the 5th Quantum Class, the newbuild completes the quintet of ships, the others being the 168,666gt/2014-built Quantum of the Seas, 168,666gt/2015-built Anthem of the Seas, 168,666gt/2016-built Ovation of the Seas and the 169,379gt/2019-built Spectrum of the Seas. The latter was the first of the Quantum-Ultra duo. After delivery, the Odyssey of the Seas sailed from Bremerhaven bound for Gibraltar, calling into Poole Bay briefly on the afternoon of 3rd April to greet her sister Anthem of the Seas and fleet mate Jewel of the Seas. A tender went from the Anthem to the Odyssey during the latter's pause in her journey to collect some crewmembers being delivered by the new ship. After Gibraltar, the ship went to Limassol prior to Haifa to commence her cruises from there in May where she will offer Israelis a combination of 3-7 night escapes visiting the Greek Isles and Cyprus. The roundtrip sailings from Haifa include visits to destinations in the Mediterranean, including Rhodes, Santorini, Mykonos and Athens, Greece and Limassol, Cyprus.

NYK ORDER FOR MEYER WERFT

On 31st March Meyer Werft received an order from NYK Cruises for a modest 51,950gt cruise ship. The order was well-timed as Meyer Werft only had one newbuild for 2025 delivery beforehand. Production in Papenburg is designed for an annual construction volume of 420,000gt, but the two ships in 2025 have a total volume of only 182,000gt. The NYK newbuild will be 228.86m long with a 29.80m beam, passenger capacity for 744 in 385 staterooms plus 470 crew. The ship will be equipped with LNG propulsion.

NEWS IN BRIEF

AIDA Cruises resumed Canary Island cruises on the AIDAperla from Gran Canaria on 20th March with calls at La Palma, an overnight call in Santa Cruz de Tenerife, and stops in Fuerteventura and Lanzarote before heading back to Gran Canaria. Capacity was limited to 800 guests but this will increase to 50-60% over time. This occasion marked the second restart for the AIDAperla, and the third restart for the AIDA brand, which relaunched service in October and then again in December.

Albatros Expeditions of Denmark, part of Albatros Travel Group, announced on 18th March that their brand-new expedition cruise vessel, the 8,181gt/2021-built, 104m long and 185 passenger capacity Ocean Victory, had successfully completed her sea trials. The company is also certain that the ship will deliver the lowest Greenhouse Gas emissions per passenger in the industry, bold claim indeed. The Ocean Victory is due to undertake her maiden voyage to Antarctica in November 2021 before undertaking a charter to Victory Cruise Lines for operations in Alaska in the summer of 2022. The Ulstein X-bow designed Ocean Victory will be joined by her sister ship, the Ocean Albatros, in October 2022.

Aurora Expeditions has announced that it will be dedicating its new 7,900gt/2021-built expedition ship, the Sylvia Earle, to five of the world's leading female conservationists. The new purpose-built ship, making her debut in November 2021, is named after the renowned marine biologist, oceanographer and explorer Dr. Sylvia Earle. Each of the vessel's public decks will bear the names of other pioneering female Conservationists, namely Dr. Carden Wallace AM, Joanna Ruxton, Sharon Kwok and Bernadette Demientieff, along with a deck dedicated to Dr. Earle herself.

Azamara's sale by Royal Caribbean Group to Sycamore Partners was confirmed on 15th March with an all-cash transaction for $201 million. The sale included Azamara's three-ship fleet and associated intellectual property. Azamara also confirmed that its fourth ship, the 30,277gt/1999-built former Pacific Princess that was handed over the same day, will be renamed Azamara Onward. The company said that the name was chosen as it signifies the moving forward in space or time, and is meant to evoke feelings of resilience, positivity, and the endless possibilities of the future. The ship was built for Renaissance Cruises as the R-Three in 1999.

Celebrity Cruises' Celebrity Beyond, the third stunning ship in the award-winning Edge Series from Celebrity Cruises completes her float out in St. Nazaire. This momentous occasion marks a key milestone in her construction, as she makes her way into the water for the very first time. Hot on the heels of game-changing sisters Celebrity Edge and Apex, Celebrity Beyond is set to join the fleet in Spring 2022.

Celestyal Cruises announced on 10th March that it was resuming 7 night cruises from 29th May with departures from Piraeus.

CMV's 63,786gt/1989-built Columbus arrived at the port of Duqm, Oman, on 14th March prior to her final trip to Alang. The ship had reached her final destination on 31st March and was due to be beached around the Easter weekend, subject to suitable high tides. She joined the 46,052gt/1985-built Magellan and 22,080gt/1965-built Marco Polo at this watery grave with the destruction of the latter already underway.

Coral Expeditions' 5,602gt/2021-built Coral Geographer was delivered on 10th March by Fincantieri subsidiary Vard. The ship has been specially tailored for personalised expedition cruises to remote and exotic destinations in Asia and Oceania for her Australian operator. The ship was built at Vard Vung Tau shipyard in Vietnam and is 93.7m long with accommodation onboard for 120 guests. Her maiden voyage departed from Cairns, Queensland, at the end of March.

Costa Crociere announced on 22nd March that it had revised its plans and moved the restart to May. The decision was taken in consideration of the restrictions still in place in Italy and other European countries to contain Covid-19. In line with the new plan, the 185,010gt/2019-built Costa Smeralda's first re-start departure in Italy is planned for 1st May, with an unchanged itinerary, with 3-4 mini-cruises or 7 day cruises calling at Savona, La Spezia, Civitavecchia, Naples, Messina and Cagliari. From 12th June the Costa Smeralda will return to sailing one-week cruises in the western Mediterranean, calling at Savona, Civitavecchia, Palermo, Marseille, Barcelona and Palma de Mallorca. The departure date of the 92,720gt/2009-built Costa Luminosa, the second Costa ship scheduled to resume service, has been postponed to 16th May from Trieste, and from Bari the following day.

Crystal Cruises' 19,500gt/2021-built expedition yacht newbuild Crystal Endeavor completed 3 days of sea trials, which commenced on 5th March, and returned to MV Werften's Stralsund shipyard for final completion. The 164m long and 200 guest capacity shjp is on track to make her debut in summer 2021. Originally set to enter service in August of 2020, the ship's construction was delayed as the global health crisis forced a shutdown at MV Werften, coupled with the associated financial issues for the cruise operator. On 11th March Crystal Cruises announced plans to restart cruising with new close-to-home Bahamas Escapes from 3rd July with a series of 16 seven night, round-trip cruises from Nassau aboard the 68,870gt/2003-built Crystal Serenity. Also, on offer will be16 seven-night voyages round-trip from Bimini as from 4th July. These plans make the Crystal Serenity the first ship to homeport in The Bahamas,

as well as the first ocean ship to sail from the Americas since the cruise industry's voluntary halt in operations in March 2020 as the pandemic took hold.

Eagle Hospitality Trust, operator of the Queen Mary in Long Beach, California, stated in March that they planned to auction the lease for ship after filing for Chapter 11 bankruptcy on 18th January with $500 million of debts. Following a string of financial problems, the Singapore-based company said it would sell 15 of the 18 hotels in its portfolio, including the Queen Mary, Sheraton Pasadena and Holiday Inn Anaheim for a starting price of $470 million in an auction to be held on or around 20th May. The city of Long Beach owns the Queen Mary but for decades has leased the ship to various operators, some of whom have met similar financial struggles. The ship sits on 45 acres of waterfront but it is hoped that her future can be secured to continue as the iconic attraction that she is. However, one of the biggest concerns remains the repairs and maintenance for the aging vessel. A city-commissioned marine survey in 2015 projected costs of up to $289 million for urgent repairs over several years. Under its original agreement with previous owner Urban Commons, the city issued $23m in bonds to repair some of the most critical areas listed in the marine survey, but many of these tasks went over budget so the $23 million was exhausted before further critical projects could be tackled.

Fred. Olsen Cruise Lines unveiled a brand-new programme of cruising for 2022/23 including cruises from Portsmouth, which are in addition to the 4 cruises departing from Portsmouth later in 2021. The 2022/23 sailings from Portsmouth include the 43,537gt/1988-built Balmoral's 8-night 'European Christmas Markets' cruise, departing from Portsmouth on 2nd December 2022; a 12-night Festive Spain and Portugal cruise, departing on 10th December 2022 and a 14-night Christmas Celebrations in the Canaries cruise, departing on 22nd December 2022. The 2021 cruises from Portsmouth will be offered by the Balmoral on 30th October and 4th/17th/30th November.

Holland America Line's 61,214gt/1999-built Volendam departed from Torbay after a 5 month stay on 14th March, calling at Portland before repositioning to the Mediterranean. The 82,820gt/2003-built Oosterdam departed from the same location on the evening of 19th March bound for Southampton and then refit in Brest. She was expected back on 13th April and, whilst away, she purposely left 6 of her lifeboat tenders in Torquay. The 86,273gt/2008-built Eurodam was also due back on 27th March after her refit whilst the 61,396gt/2000-built Zaandam was due to bid farewell to the English Riviera on 30th March to reposition to Corfu, which she did via Southampton. The 99,902gt/2018-built Nieuw Statendam will be deployed to Canada and New England in August 2022, when she will become the first Pinnacle Class ship to sail the region.

Ocean Builder's doomed 70,285gt/1991-built Bitcoin venture accommodation ship, the Satoshi (above), which was arrested in Panama after the venture failed before it even began, appears to have been re-sold to a European start-up cruise operator. The ship was released in late February and sailed from Colon 2000 on 28th February bound for the scrap beaches of Aliaga. However, part way into the voyage to Turkey, the destination changed to Bar City in Montenegro, a port commonly used for crew transfers and warm lay ups during the COVID-19 pandemic. The ship was built as the Regal Princess in 1991, transferred to P&O Australia in 2007 as the Pacific Dawn and was due to begin a new life with CMV as their Amy Johnson from May 2021. However, CMV failed in 2020 and the ship's fate took quite a twist that brings us to the present status of "will she, won't she" begin a new career.

Mystic Cruises are undertaking renovation work on the 55,877gt/1993-built Vasco da Gama at the Lisnave Estaleiros Navais S.A. in Portugal. The company bought the ship at auction following the demise of CMV in July 2020.

Oceania Cruises revealed the identity of their next 1,200 guest capacity Allura Class ship as the Vista. The 67,000gt ship, the first of two, is being constructed by Fincantieri S.p.A. The luxury vessel, the 7th for the company, will enter service in 2023, followed by a sister ship in 2025. The name Vista was chosen to reflect the "dawn of a new age in travel." A highlight of the ship's facilities will be the Grand Dining Room, which will be almost two decks in height, and pay homage to early 20th century Parisian society through its contemporary interpretation of Belle Epoque.

Oceanwide Expedition's new polar cruise ship Janssonius (Newbuilding 485) was named and launched at the Brodosplit shipyard on 11th March. The ship's Godmother was Tanja Mravak, defectologist and writer from the Centre for Autism Split. She and Karlo Kolak, a student at the Centre, cut the rope holding champagne and symbolically launched the ship. The yard proudly confirmed that about 70% of the ship's equipment and materials were made in Croatia whilst the government continues to oversee the construction of new ships and thus provide a hand of co-operation to shipyards that can, and know how to, fight international competition. The Janssonius is 108.6m long with a 17.6m beam and a 15-knot service speed. She is powered by two main engines with a total power of 4,260 kW. The ship will be able to accommodate 194 passengers in 81 cabins, and 78 crew members. The polar cruise ship will be completed to the LR PC6 class, which meets the latest requirements of Lloyd's Register for Polar Class 6 vessels, and will be able to welcome her first guests for the Arctic season 2021/2022.

P&O Cruises' 115,055gt/2010-built Azura berthed at the Port of Tyne on 15th January for layup and maintenance. She was expected to remain there for several months. On 9th March the newbuild Excel Class ship Arvia was declared to be the "epitome of a sunshine resort" and will offer a first-ever high ropes experience at sea, the Altitude Skywalk, when delivered in December 2022.

Nigel Lawrence

Paul Gauguin Cruises announced in March that it has completed its ship renovation, featuring luxurious enhancements, that took place during the ship's drydock that concluded on 9th March in Singapore. The vision of the renovation was to enhance the vessel's elegant Polynesian signature with a chic and fresh style to enrich the guests experience whilst sailing the islands of Tahiti, French Polynesia, Fiji and the South Pacific. The 19,170gt/1997-built Paul Gauguin (above) is outfitted with a look designed by Studio Jean-Philippe Nuel that evokes South Seas elegance. The company proudly states that the refurbishment enhances the interior of the vessel with warm and dark woodworks and the fresh palette incorporates lagoon shades, a wide range of green and natural tones, warm colour touches, organic patterns and woven textiles. Exotic panoramas and traditional artworks transport guests into the local environment. All staterooms, as well as the public spaces, were renovated.

Port Canaveral, the second busiest cruise port globally, was disappointed by the CDC's latest guidance as issued on 2nd April. The port had been working closely with its cruise partners and directly with the CDC for over a year to find a way forward for the return of cruising from Port Canaveral. On 2nd April the CDC announced that vaccinated Americans could safely travel internationally but that guidance for the cruise industry was deemed as being nothing more than an incremental step in a far-reaching process to resume passenger sailings in the U.S.A. with no definitive or target start date.

Princess Cruises' Discovery Princess, the 6th Royal-Class ship, was floated out on 18th March at Fincantieri's shipyard in Monfalcone. The interior fitting out process then commenced ahead of delivery in 2022. The new 145,281gt ship is the sister of the 142,714gt/2013-built Royal Princess, 142,714gt/2014-built Regal Princess, 144,216gt/2017-built Majestic Princess, 145,281gt/2019-built Sky Princess and 145,281gt/2020-built Enchanted Princess, all built and delivered from the same shipyard, starting from 2013. The partnership between the Monfalcone yard and Princess Cruises will continue with two next-generation cruise ships. These 175,000gt ships will be the largest built so far in Italy, will accommodate approximately 4,300 guests and will be the first of the shipowner's fleet to be dual-fuel and powered primarily by LNG.

Royal Caribbean Group announced on 19th March that cruises look set to resume sailing in the Caribbean in June with vaccinated adult guests, ending a year-long hiatus brought about by the COVID-19 pandemic. The 138,193gt/2001-built Adventure of the Seas and the 91,011gt/2000-built Celebrity Millennium will also have vaccinated crews and will accept children under the age of 18 with a negative COVID-19 test. The Adventure of the Seas will homeport in Nassau, The Bahamas, with the itinerary also including ports of call such as Cozumel, Mexico and Royal Caribbean's own private island. The Celebrity Millennium will be based on the Caribbean island St. Maarten. The Governments of The Bahamas and St. Maarten said that the welcome return to cruising could help boost their economies. March also brought the news that Royal Caribbean Group was planning to resume cruising in Europe in summer 2021. Celebrity Cruises' brand-new 130,818gt/2020-built Celebrity Apex will operate out of Piraeus and Royal Caribbean's 90,090gt/2004-built Jewel of the Seas will be based in Limassol. The series of week-long voyages, starting from 19th June, will cruise to Mykonos, Rhodes and Santorini in the Greek Islands as well as Limassol, Haifa and Ashdod, marking the Celebrity Apex's operational debut. The deployment of the newbuild out of Piraeus is particularly appropriate, with the brand having been originally founded in Greece by the Chandris family, before later becoming part of the Royal Caribbean Group. The Jewel of the Seas had spent much of the pandemic at anchor in Poole Bay with fleet mates. Having resumed cruises in December from Singapore, the 168,666gt/2014-built Quantum of the Seas has had her season extended again. The schedule was initially increased from end of March to end of June 2021 but now a further 4 months have been added making what will be an 11 month season the longest yet for one of Asia's largest acruise ships.

Storylines announced in 2019 that it intended to build a 1,000-plus passenger capacity residence ship, fuelled by LNG, instead of converting an existing ship. The chosen ship design is the work of industry-leading firm Tillberg Design of Sweden. The 62,000gt, 226m long/30m beam ship will have around 627 suites, 17 decks and a crew of over 450. Storylines announced that their newbuild, to be christened Narrative, will be built by Brodosplit in Croatia with delivery expected in 2023. Engineering of the newbuild residential ship had already started with the first steel cutting expected later in 2021.

Nigel Lawrence

The volcano La Soufriere on the Caribbean Island of **St. Vincent** started erupting on 9th April requiring a mass evacuation of the population. Several empty cruise ships headed for the island to assist in evacuating the 16,000 residents who live in the areas most likely to be affected by the eruption. However, only those who have received a Covid vaccination will be allowed to board the ships. Carnival's Carnival Legend (above) and Carnival Paradise have reached the island together with Royal Caribbean's Serenade of the Seas and Celebrity's Celebrity Reflection.

Tillberg

Swan Hellenic's 10,700gt/2021-built SH Minerva was announced as beginning to take place on 17th March as her pre-fabricated hull sections and deck modules were assembled (above). The cabin designs were also revealed, displaying the Scandi-chic comfort, rich natural materials and spacious open perspectives as has come to be expected from Tillberg of Sweden. The SH Minerva is being fitted with a 5-megawatt diesel-electric propulsion system with selective catalytic reduction, ready to receive a 3-megawatt max. battery package and PC5 ice-strengthened hull and with Safe Return to Port notation. At 113m long, the vessel has been specially designed to explore the most inspiring and inaccessible places on the planet, conveying 152 guests in 76 cabins and suites, the vast majority with large balconies. The ship will also have a crew of 120 to provide the highest levels of service.

Swan Hellenic as a cruise operator was relaunched in July 2020 to continue the spirit of cultural expedition cruising that the original company had pioneered in the 1950s. Building on its British roots, the new company has a global cultural cruising outlook dedicated to providing guests with the opportunity to 'see what others don't'. The SH Minerva is due for delivery in November 2021 with the second ship following in April 2022. A larger PC6 ice-class vessel accommodating 192 guests in 96 staterooms will be arriving in late 2022.

Quark Expeditions took delivery of their new 13,762gt/2021-built and 199 guest capacity Ultramarine from Croatian shipbuilder Brodosplit in Split on 1st April. The expedition cruise vessel began life as Newbuilding 487.

Venice announced on 25th March that cruise ships would be kept away from St Mark's Square as a temporary measure, being diverted to the industrial port of Marghera instead. Before the coronavirus pandemic brought the industry to a halt, cruise ship traffic had boomed in Venice, bringing millions of extra visitors to the city, a Unesco world heritage site. Protestors have been trying any which way to get cruise ships stopped for some time now. It will be interesting to see if cruise calls to Venice decrease now as the arrival/departure was a great part of any visit by sea.

Viking's 47,842gt/2017-built Viking Sun arrived in Shenzhen, China, during March signifying the start of the company's new joint venture with China Merchants Shekou. Under the agreement, the ship will be transferred to the joint venture and become Chinese flagged, thus being allowed to operate coastal voyages under local cabotage regulations. The ship will undergo a makeover before debuting in the Chinese market, including changes to catering and entertainment to "organically integrate simple Nordic style with Chinese culture and to provide a high-end cruise travel experience and exclusive services." China Merchants Viking Cruises will be the world's first 5-star cruise operation sailing under the Chinese flag. This collaboration means that the Viking Sun is no longer listed on the Viking website. In 2019, the Chinese group also signed an MoU with MSC Cruises to co-operate on developing cruising in the Guangdong-Hong Kong-Macao Greater Bay Area.

Virgin Voyages' 108,192gt/2021-built Valiant Lady successfully completed her sea trials in March. Her elder sister, the 108,192gt/2020-built Scarlet Lady, is to offer a series of cruises from Portsmouth, starting on 6th August.

The identity of the third Virgin Voyages ship has been confirmed as Resilient Lady. The news came on International Women's Day! The ship will homeport in Piraeus after delivery in 2022 and sail 7 night itineraries.

FURTHER CHANGES AT ROSSLARE

Julien Capentier

The storms of 10th-13th March caused considerable disruption on the flourishing Dunkerque-Rosslare service as well as the Ireland-France services. Sailings on the Cherbourg link were cancelled 10th/11th March plus the bad weather also disrupted Irish Sea services. On 12th March came the news that La Méridionale's 21,858gt/1997-built Ro-Pax ferry Pelagos (above) would be joining the DFDS service to Dunkerque in place of Destination Gotland's 29,746gt/2003-built Drotten, which is required back "home" in Sweden for service commitments from 30th March. The ship was new to the Irish Sea as Norse Irish Ferries' Lagan Viking for what is now Stena Line's Belfast-Birkenhead route. The ship was renamed Liverpool Viking in 2005 and, when DFDS acquired the route in 2010, a new identity followed, in the form of Liverpool Seaways. Stena Line quickly took over the DFDS Irish Sea routes but the Dublin-Birkenhead route, on which the Liverpool Seaways operated, was not included and closed on 31st January 2012. Ironically the ship found re-employment with DFDS in the Baltic, and has operated on the Paldiski-Kapellskär route. She was sold to La Méridionale in 2019 and chartered back to DFDS but headed south to her new home of Marseille in autumn 2020 as the Pelagos. A brief period on the Marseille-Tanger Med route followed in early 2021 but the pandemic has seen her idle since then. So, La Méridionale offered the ship for charter. The Pelagos set off from her French port for the Rosslare-Dunkerque service on 13th-14th March for operation until around mid-June. She will join her near-sister, the 24,418gt/2001-built Kerry, on the link and her maiden arrival at Rosslare from Dunkerque was on 25th March.

DFDS

DFDS' Ark Dania (above) joined the Dunkerque-Rosslare route from 10th April.

SOLENT LIMITATIONS EASE

The easing of Lockdown restrictions saw weekend ferry services return to the Lymington-Yarmouth service from 3rd April (but still with a single vessel service 7-days a week for now) and from 29th March the 7-days a week 2-ship service returned to the Portsmouth-Fishbourne route. Alas the Portsmouth-Ryde catamaran service was still side-lined, with no return "until spring". This left Hovertravel's hovercraft as the only foot-passenger service in the Eastern Solent. Alas the hovercraft's entirely enclosed environment and vulnerability to bad weather disruption did not suit many of those who rely on a foot passenger service for work. With Red Funnel, from 12th April the Red Jet schedule increased to up to 12 departures from West Cowes and Southampton, seven days a week rather than peak times only. The vehicle ferry service between Southampton and East Cowes remained a 2-ship service into April, supplemented by the 1,102gt/2019-built freight vessel Red Kestrel.

Wightlink was reaching the end of its £5 million annual programme of maintenance and refit for its fleet of eight ships and catamarans in March, ready for the expected lifting of lockdown restrictions later in the year.

BOLD MOVE BY IRISH FERRIES

Andrew Cooke

Many could be forgiven that 1st April had come early when, on 26th March, Irish Ferries announced a new service on the Dover-Calais route using the 34,031gt/1997-built Isle of Inishmore (above). The ship was built for Holyhead-Dublin before moving south to Pembroke-Rosslare. The service is planned to start in June, and additional capacity will be added in the coming months, possibly by two more ships. As part of the company's commitment to the movement of freight to/from Ireland to both the UK and Europe, this additional capacity on the Dover-Calais route will significantly strengthen the capacity and reliability of the Landbridge for exporters and importers. Hauliers will now have one operator providing an inclusive service on the Dublin-Holyhead, Rosslare-Pembroke and Dover-Calais routes. This will allow exporters and importers easier, cheaper, and quicker access to our European markets via the Common Transit Convention. It is intended to offer passenger services on the route but the initial level of passenger services offered will be dependent on the easing of Covid-19 travel restrictions.

Brian Boyce

On the same day, Irish Ferries announced the introduction of a newer and faster ship onto the Rosslare-Pembroke Route in the form of the 29,858gt/2000-built Blue Star 1. The ship is being chartered from the Attica Group and departed Piraeus on 1st April bound for Rosslare and reached her destination on the morning of 5th April (above) after the ship she will replace had sailed for Pembroke, meeting the 41,671gt/2019-built Stena Estrid and 21,858gt/1997-built Pelagos upon arrival. Following storing and port inspections the ship was scheduled to enter service on 6th April in place of the Isle of Inishmore. The ship carries a livery version rather like that of the former fleet member Oscar Wilde with the Irish Ferries logo on a blue hull. The funnel has also been repainted to corporate Irish Ferries, albeit with the first coast being too light in colour. The 176m long and 25.70m beam ship can carry around 1,500 passengers, up to 700 cars or 1,718 lanemetres of freight (100 trucks), or a mixture of the two, and has 192 cabins. The latter will comfortably allow Irish Ferries to offer every freight driver on the route an individual cabin. Like the Isle of Inishmore, the Blue Star 1 was built by Van der Giessen de Noord in Krimpen, Rotterdam, The Netherlands. Facilities on board include a self-service restaurant, café/bar, Club Class lounge, onboard duty-free shop, children's play area and spacious outside decks. The 26,375gt/2011-built Epsilon departed from Harland & Wolff, Belfast, on 31st March after a delayed finish to her overhaul and returned to service that afternoon from Dublin to Holyhead the same day. The 25,710gt/1995-built Mega Express Four spent her last full week with Irish Ferries on additional Dublin-Cherbourg sailings. The ship concluded her Irish Ferries stint over the Easter Weekend and passed the Blue Star 1 as she was making her way back to the Mediterranean on Easter Sunday.

GRIMALDI GROUP UPDATES

Grimaldi Lines' 29,429gt/2011-built Eurocargo Savona departed from Salerno, Italy bound for the Baltic via a cargo drop-off at Avonmouth to join Finnlines' Rostock-Hanko line from 10th April. This allowed the 25,732gt/2002-built Finnpulp to transfer to the Travemünde-St. Petersburg/Bronka and Kotka line. The new Finnlines' Superstar Class ferries for the Kapellskär-Långnäs-Naantali route will be named Finncanopus and Finnsirius, taking their identities from the brightest Stars in the Galaxy. They will feature Wartsila main engines and hybrid systems. The next 67,311gt GG5G Ro-Ro ships for Grimaldi Lines will take the names Eco Catania and Eco Malta.

On 12th March Grimaldi today took delivery of the 67,311gt/2021-built GG5G Eco Savona (above) from the Jinling Shipyard. The ship departed for Europe on 16th March and was due to arrive in April before entering between Livorno/Savona-Barcelona/Valencia. The ship is the 4th of the 12 ultra-modern hybrid ro-ro units of the Grimaldi Green 5th Generation (GG5G) series ordered from the Jinling shipyard. The ships are 238m with a beam of 34m and a service speed of 20.8 knots. If compared to the units of the previous series of Ro-Ro vessels deployed by the Grimaldi Group for short sea shipping, the new ship can accommodate double the load on her 7 decks (2 of which are hoistable). The newbuilds can carry 7,800 lanemetres of rolling freight, equivalent to around 500 trailers and 180 cars. The quarter stern ramp allows the loading of freight units weighing up to 150t. During port stays, the new ships are capable of cutting emissions to zero by using the electricity stored in mega lithium batteries with a total power of 5 MWh, which are recharged whilst at sea thanks to shaft generators and 350m2 of solar panels. The vessel is also equipped with state-of-the-art, electronically controlled engines and with an exhaust gas cleaning system for the reduction of sulphur and particulate emissions. The Eco Savona's sisters are the Eco Valencia, Eco Barcelona and Eco Livorno. The Eco Valencia has also recorded a saving of 5.1% in fuel with Silverstream's air lubrication. The Eco Valencia was the first of the dozen 5th Generation (GG5G) class hybrid Ro-Ro ships and was delivered to Grimaldi in October 2020. The air lubrication technology produces a thin layer of micro-bubbles over the flat bottom of the hull, reducing the frictional resistance between the water and the hull, improving operational and environmental efficiencies. This technology is already fitted to modern cruise ships and the trials were conducted with the ship in fully loaded service, which showed the air bubbles covering the entire base of the hull.

NEWS IN BRIEF

BC Ferries revealed the name of its 4th Salish-Class ferry on 24th March as the Salish Heron. The associated Coast Salish artwork will be added to the ship's hull. The Salish Heron will enter service in 2022 between Swartz Bay on Vancouver Island and the southern Gulf Islands of Pender, Saturna, Mayne and Galiano. The ferry's sisterships are the 8,728gt/2016-built Salish Orca, Salish Eagle (2017) and Salish Raven (2017). The Salish Heron was launched at the Remontowa Shipbuilding in Gdansk, Poland, in December 2020. She will run on LNG and has capacity for 138 vehicles and up to 600 passengers and crew. The ship's delivery will see the 1,476gt/1965-built Mayne Queen retired.

Bore has unveiled its next-generation Ro-Lo ships, three of which have been ordered from Wuhu Shipyard in China to cater for the forestry industry's needs by combining the latest LNG propulsion technology with an ice-strengthened, optimised/stiffened hull and maximum cargo flexibility. The company was established in 1897 and is today a member of the Dutch Spliethoff Group. The 7,000dwt, 120m long and 21m beam Ro-Lo ships will be LNG powered

Brittany Ferries 29,468gt/2009-built Armorique concluded her Rosslare sailings on 1st April and opened a weekly freight-only St. Malo-Poole-St. Malo service on 7th April with a 2200 sailing from the Brittany port. The ship leaves France on a Wednesday and departs from Poole at 2200 on a Thursday. This is due to operate until the full timetables resume. The freight-only Armorique sailings also operated St. Malo-Cork on Fridays, Cork-Roscoff on Saturdays, Roscoff-Cork on Mondays and Cork-St. Malo on Tuesdays. The 22,308gt/2007-built Cotentin operated a Poole-Le Havre sailing on 3rd April ready to commence Le Havre-Portsmouth sailings that night. She replaced the 26,904gt/2008-built Etretat on the Pompey sailings with the latter already sporting a red Stena Line funnel by 1st April. After her final departure from Portsmouth to Le Havre on the evening of 1st April, the Etretat sailed to Gdansk from the Normandy port on 2nd April for refit, repainting into Stena Line colours and acquired the new name of Stena Livia. The ship is reportedly joining the Travemünde-Liepaja route with fellow Visentini sister, the 26,904gt/2008-built Stena Flavia. The Etretat had operated from Portsmouth since new when she arrived as LD Lines' Norman Voyager, later passing to Brittany Ferries from 1st March 2014. The 6,581gt/2000-built Normandie Express was woken from her slumber at Le Havre and visited the syncrolift at Cherbourg from 27th March for her 5-year survey. There are no plans to use her in service during 2021 as yet. Following on from an abysmal 2020-21 for Brittany Ferries, reports in March suggested that one of the company's ship could serve a Cornish port, perhaps Falmouth, to ship stocks of fish, crabs, lobster, oysters and other Cornish produce to Roscoff. There has also been a suggestion that it could lead to a passenger link between Cornwall and Roscoff too. Brittany is a major importer of Cornish seafood and a Memorandum of Understanding (MoU) between Cornwall Council and Brittany Council was agreed upon. Assuming that this is not a case of Politicians playing with ferry services, any progress would be a boost for trade in Cornwall.

CalMac livery is now carried by the passenger ferry Chieftain that operates the Gourock-Kilcreggan route. CalMac has the contract for the service with the Ali Cat.

CLdN announced on 27th March that it would offer a twice weekly service between Santander and both Liverpool and Dublin from week 14 of 2021 after the Liverpool and Dublin services had been merged again. The company had previously been forced to offer totally separate services to the ports as a direct result of Brexit. A ship will leave Santander each Saturday and Wednesday on the triangular service, arriving in Liverpool on Monday and Friday and subsequently calling at Dublin on Tuesdays and Saturdays before returning to Santander. Unlike the previous services, Porto (Leixões) has been removed from the itinerary and has also been dropped from the direct UK and Ireland services of CLdN.

CTMA's new 15,875gt/2019-built ro-pax Madeleine II departed from Las Palmas on 13th March after refit at the Astican Shiprepair yard and repainting into CTMA's colours. She was bound for Canada's Madeleine Islands via a stopover in Freeport, Bahamas. The ship was formerly the ARMAS Trasmediterranea ship Villa de Teror. The ship had only been in service a short time for her Spanish operator after she was completed as a ferry. Initially the ship was ordered as Viking Line's Viking ADCC, a sister of the 35,918gt/2008-built Viking XPRS, but was cancelled due to severe delays in completion. Her predecessor, the Madeleine is to be sold for scrap. She is the former Leinster and is the last ferry ordered for the B+I Line.

DFDS is to open a new route between Calais and Sheerness in response to increasing demand for additional ferry capacity for unaccompanied freight (trailers) between France and the UK. The first departure is planned for 1st June using the 21,005gt/2000-built Gothia Seaways

Fjord Line's 11,888gt/2021-built Fjord FSTR was delivered from Austal's yard in the Philippines on 5th March and began her voyage home to Norway. On 24th March the vessel was delayed upon approach to the Suez Canal due to the incident involving the containership Ever Given, resuming her voyage from 29th March. She called at Valletta, Malta, on 3rd April with the next stop Gibraltar.

FRS Baltic's "Königslinie" Rügen (Sassnitz)-Ystad route re-opened on 1st April using the 5,618gt/1998-built Skane Jet (ex-Portsmouth Express/Cherbourg Express/Express).

Grandi Navi Veloci (GNV) was rumoured in late March to be the next owner of the redundant P&O Ferries Pride of York (31,785gt/built 1987) and Pride of Bruges (31,598gt/built 1987). The ships had previously been linked to a new life on the Mediterranean but, at the time of writing, nothing had come of this. The same week as the Ever Given ran aground in the Suez Canal, the new Cantieri Navale Visentini built GNV Ro-Pax GNV Bridge ran aground near Albarella on the Po River having departed Porto Viro under tow to commence sea trials. A rising tide freed the ship whilst her tugs remained with her. The 29,000gt/2021-built GNV Bridge is 203m long, can accommodate over 1,000 passengers, is equipped with the latest generation scrubber system and can operate at a service speed of 24 knots. On the evening of 28th March, the new ship was refloated and continued out for her trials.

Moby Group announced on 30th March that it had filed with the Court of Milan a plan to avoid bankruptcy. According to reports, Europa Investimenti Spa, part of the Arrow Capital Plc group, was the investor intending to inject funds into the group. The company's 2021-2025 plan provides for the sale of certain assets including the tug operation and the sale of the ships Moby Aki (36,284gt/built 2005), Moby Wonder (36,903gt/built 2001), Pietro Manunta (22,059gt/built 1991), Giuseppe Sa (12,804gt/built 1975) and the 32,302gt/2002-built Moby Tommy. The sale of properties was also included. The Moby Aki and Moby Wonder were to have passed to DFDS in a tonnage contra-deal in early 2020 but the deal fell through in 2019.

P&O Ferries' 17,464gt/1993-built Norbank sailed from Dublin on 1st April to take up service on Larne-Cairnryan as refit relief vessel the following day. The best vessel for the job, the 22,986gt/1991-built European Seaway, which lays idle on the River Fal. The Norbank relieved the 21,188gt/2002-built European Highlander, which went to Harland & Wolff in Belfast. The 30,635gt/1992-built Pride of Kent arrived on the Tyne for overhaul on 21st March with the 47,592gt/2012-built Spirit of France returning to service two days earlier after a prolonged refit at Rotterdam and then Tilbury.

Papenburg Sister Rahal arrived off the scrap beaches of Alang on 16th March and was beached on 28th March. She was the 4th in a series of six near-identical sisters built between 1970 and 1974 for Rederi AB Sally and Rederi AB Slite for use on Viking Line services. The 6,850gt/1972-built ship had previously served as the Diana, Botnia Express, Alandia and Jamaa II (above).

Searoad's 13,955gt/1991-built Searoad Tamar (above) departed Devonport for the last time at tea time on 31st March after 30 years of faithful service across the Bass Strait. Her new home will be many miles away in southern Europe with AINAFTIS Shipping of Greece. Meanwhile the company's new charter vessel, the 32,887gt/2020-built Liekut, departed Cape Town on 9th March bound for Melbourne where she was scheduled to arrive on 26th March. The 210m long Ro-Ro was built by FSG in Germany, took a while to attract a charter after delivery and arrived in Devonport for the first time on 2nd April ahead of her maiden commercial voyage 3 days later.

Staten Island Ferry newbuild is to be named after Catholic Worker Movement co-founder Dorothy Day, whose sainthood cause is being considered by the Vatican. This latest Manhattan-Staten Island ferry will be delivered in 2022 and was launched on 26th March. The weather-resilient Ollis Class vessel is modelled on the 2,109gt/1965-built John F. Kennedy, which has proved popular in terms of her outdoor promenades, extended fore decks and reliability, but will be decommissioned when her replacement is delivered.

Stena Ro-Ro's 27,285gt/2003-built Stena Nova has been sold to Filipino ferry operator Chelsea Logistics Holdings Corporation (CLHC) for operation in the Philippines under the 2GO banner. The Mitsubishi Shimonoseki-built ship was previously Hankyu Ferry's Yamato. Work on transforming the 27,510gt/2005-built Stena Mersey at the SEDEF Shipyard in Turkey began in the first half of March. Stena Line has also temporarily introduced the 14,551gt/2005-built Stena Vinga as the third ship on the Travemünde-Liepaja service prior to the arrival of larger, more modern and faster tonnage. The ship joins the sisters Stena Gothica (13,294gt/built 1982) and the 13,144gt/1981-built Urd on the Travemünde-Liepaja route for the time being.

Tirrenia Cin has deployed some of its most modern and high-capacity Ro-Ro fleet members on the routes linking the Italian mainland with the ports of Olbia and Cagliari. The 32,936gt/2019-built Maria Grazia Onorato, 32,936gt/2018-built Alf Pollak, 18,265gt/2000-built Eliana Marino and 29,429gt/2012-built Giuseppe Lucchesi now operate Cagliari/Olbia-Livorno/Genova after the Ravenna-Brindisi-Catania and Genova-Livorno-Catania-Malta routes were closed.

Transport for London (TfL) appointed an operator to run the temporary Hammersmith Ferry service on 30th March after a competitive procurement process. Uber Boat by Thames Clippers will ferry foot passengers between piers located near Queen Caroline Street in Hammersmith and the Hammersmith Bridge approach in Barnes whilst the bridge is restored for daily use again in 2023. The service will run 0600-2200 using Thames Clippers' 3 FBM built Hydrocats, the Storm Clipper, Star Clipper and Sky Clipper. The service will open towards the end of the summer despite, oddly enough, many objections from residents! Meanwhile, Uber Boats by Thames Clippers reopened with a bespoke RB6 service on 29th March after the Lockdown 3 shut-down.

Transport Scotland is looking at new replacement Freight Plus vessels for the Northern Isles ferry route. Emphasis would be on freight, but there would be extra accommodation for passengers to help with capacity at peak times and during dry dock periods. Ideally, a design with 40% more lanemetres than on the 7,606gt/1997-built Helliar and 7,606gt/1999-built Hildasay (above), accommodation for 200 passengers plus 60 cabins, sleeping pods and reclining seats, dual-fuel LNG powered and capable of a 10hr crossing instead of 14hrs would suit. The business case could potentially be approved by the middle of 2022, with a 9 month tendering process followed by a construction period of 27-30 months. Incredibly, the 11,720gt/2002-built Hjatland and Hrossey will have been on the Aberdeen-Orkney/Sheltand services for 19 years in 2021.

Trindad & Tobago's 5,617gt/1997-built Incat 046 T&T Express has been sold to Spanish operator Trasmapi, which operates ferry services between Ibiza and Formentera. The future of the Incat newbuild for ARMAS is also in doubt due to the ferry company's recent financial woes. Incat 093, a 111m long sister to the 11,213gt/2019-built Volcan de Tagoro, is under construction but the ARMAS livery has been removed from the craft's rendering on the Incat website. Hopefully a new buyer can be found quickly.

Coastal Shipping PUBLICATIONS

400 NORE ROAD, PORTISHEAD, BRISTOL, BS20 8EZ
ORDERS@COASTALSHIPPING.CO.UK
WWW.COASTALSHIPPING.CO.UK
01275 846178

SOUTH WEST SHIP SHOW

SAT 11 SEPTEMBER 2021

10.00 - 15.30

BAWA Social Club

589 Southmead Road,
Filton, BRISTOL BS34 7RG

Assuming that coronavirus permits, exhibitors and traders will be displaying and selling model boats of various scales; books, postcards, photos, artwork, shipping memorabilia and ephemera. There will be a range of clubs and associations present.

Traders/exhibitors hoping to have a stand:
please telephone: 01275 846178

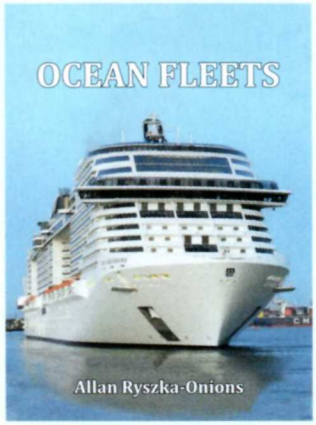
OCEAN FLEETS

Allan Ryszka-Onions

We are delighted to publish this book, previous editions having been known as *Ocean Ships*.

£30.00

- **400 pages.**
- **190 colour photographs.**
- **Hardback.**
- **Over 10,000 ships listed along with their main details and previous names.**



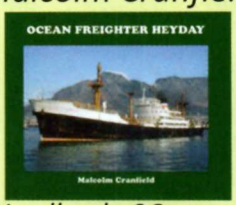
SIETAS AND ITS SHIPS (PART 1)

Bernard McCall

Hardback, 96 pages
about 100 photos
£16.50

OCEAN FREIGHTER HEYDAY

Malcolm Cranfield



Hardback, 96 pages
about 100 photos
£17.00

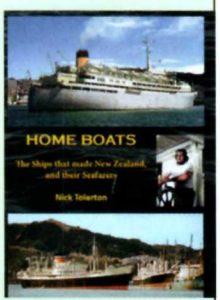
HOME BOATS

Nick Tolerton

Coastal Shipping **is delighted to be the UK distributor of this book which is a similar format to Nick Tolerton's last book:** *Product Tankers.*

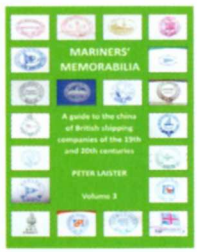
It has photographs and informative text about:
New Zealand Shipping-Federal, Shaw Savill, Port Line, Blue Star and their century long involvement in the UK-New Zealand and Australian trades.

NEW



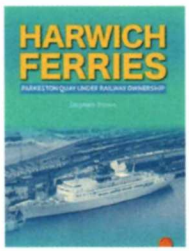
- *Hardback*
- *329 glossy pages*
- *400 illustrations*
- *mostly in colour*

£40.00 Expected in June

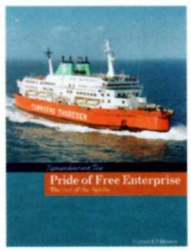


Mariners' Memorabilia Volume 3
Softback, 100 pages
£12.00

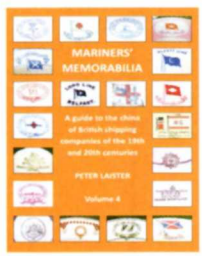
Ships in the Age of Elegance - the Art of Chromo - Lithographic Printing
Softback, 208 pages
£29.00



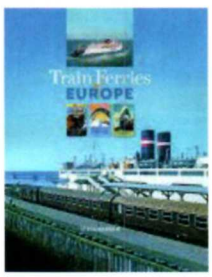
Harwich Ferries 2nd edition
Softback, 288 pages
£22.95



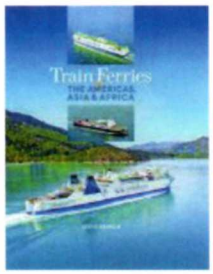
Pride of Free Enterprise
Softback, 60 pages
£12.95



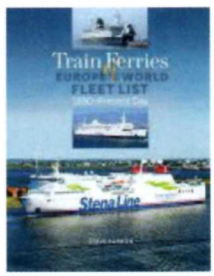
Mariners' Memorabilia Volume 4
Softback, 112 pages
£12.00



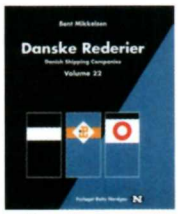
Train Ferries Europe
Hardback, 288 pages
£35.00



Train Ferries Americas, Asia & Africa
Hardback, 192 pages
£25.00



Train Ferries Europe and the World Fleet Book
Softback, 96 pages
£18.00



Danske Rederier Volume 22
Hardback, 224 pages
£34.00
(including new import tax)

COASTAL SHIPPING MAGAZINE

Each bi-monthly issue includes articles and photographs from international correspondents as well as regular features about ports, coasters and always a lively editorial.

UK SUBSCRIPTION (6 ISSUES) ONE YEAR £23.00

EUROPEAN SUBS' (6 ISSUES) £29.00

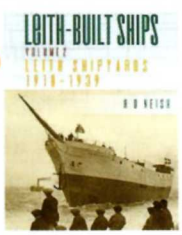
ROW SUBS' (6 ISSUES) ONE YEAR £36.50

Please ask for a sample copy!

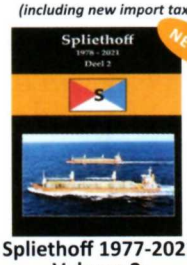
52 pages of informative text, including news and feature articles. Illustrated with many colour photographs.

To Sea for Science
Softback
194 pages
£18.95

Tin Boats of the Royal Air Force Marine Branch
Hardback, 120 pages
£19.95



Leith-Built Ships Vol. 2
Softback, 144 pages
£16.95



Spliethoff 1977-2021 Volume 2;
400 colour photos
Hardback
320 pages
£28.50

FEATURE Newbuild of the Month By Andrew Cooke

WILLCHALLENGE

The working craft that bustle around our harbours, ports and waterways are often overlooked compared to the larger sea-going vessels that share these environments. However, work vessels perform a vital role within all sectors of the shipping industry. One such ubiquitous workboat is the EuroCarrier, a market-leading, robust multi-purpose craft for marine operations. Roles fulfilled include general supply, maintenance and support operations aquaculture operations (including net cleaning and pen towage), offshore wind operations (including subsea cable repairs, supply of materials and maintenance), marine civil construction (including supply of materials and dredging support), anchor handling and much more. A true Swiss Army Knife of the working vessel world. The EuroCarrier family presently consists of the Eurocarrier 1206 (12.60m long/7t bollard pull), EuroCarrier 1908 (19.50m long/10t bollard pull), EuroCarrier 2209 (21.60m long/15t bollard pull), EuroCarrier 2495 (24.45m long/ 22t bollard pull), EuroCarrier 2611 (26.48m long/35t bollard pull), EuroCarrier 2712 (27.00m/35t bollard pull) and the EuroCarrier 3413 (34.00m long/36t bollard pull). With fully customisable designs and a wide range of options, EuroCarriers offer the ultimate in versatility and reliability and represent just one aspect of the great variety of shipbuilding in The Netherlands. The EuroCarrier family is the result of years of ongoing co-operation with workboat operators, offering adaptable solutions for owners that seek vessels capable of undertaking the full spectrum of support activities. The EuroCarrier was spawned by Neptune Marine, a company that can trace its routes back to 1972 when the yard opened in Aalst, The Netherlands, as a builder of luxury yachts. That activity was soon joined by the manufacture of workboats where the expertise gained thus far plus the culture of working to the highest standards reaped rewards. Such was the success of the workboat division that, in 2001, the two activities were separated into Neptune, focussing on workboats, and Elling Luxury Yachts. Over the years the company has expanded, gaining additional facilities in Hardinxveld and Groningen. In 2005, Neptune Marine started its marine services activities. By offering charter equipment, including pontoons and deck equipment, to operators and contractors, the company can deliver solutions for any kind of project. The scope of services has expanded over time in response to customer demand so the range of workboats has been supplemented by pontoons, high speed and offshore vessels of various types. In 2010 a successful repair, conversion and mobilisation service was added to the portfolio.

FROM SPECULATIVE BEGINNINGS

By now it will be apparent that the subject of this Newbuild of the Month is a vessel from the EuroCarrier stable, the EuroCarrier 2209 to be precise. Many Readers will be familiar with the fleet of blue work vessels and tugs that can be seen at work around Southampton, Southampton Water and the Solent area and these belong to Southampton-based Williams Shipping. This company was founded in 1894 when George Williams gave up his career working on windjammers to set up his own business. Aged 30, George acquired a small pinnace which was being sold by the Royal Navy. This pinnace was a small open boat which had been used for rowing crews out to Naval Vessels moored in Portsmouth Harbour. He rigged a sail and brought the vessel to Hythe on the banks of Southampton Water and set to work, converting it into a small sailing barge which was able to carry up to 20t of cargo. Upon completion, the barge, now named Spec (reflecting this speculative venture) was moved down river to the small creek of Ashlett. It was not long before George was successful in acquiring his first cargo, collecting a consignment from the Isle of Wight for delivery to Southampton. Once his first voyage was completed, he soon gained a reputation for delivering the reliable service which has become the cornerstone of Williams Shipping's development. George's son Jim took over the reins eventually and it was not

long before he acquired more modern and larger barges which became a regular sight on the Solent, Southampton Water and River Medina in the Isle of Wight. With the building and development of the oil terminal at Fawley, the business diversified into providing services to the increasing number of tankers arriving with crude oil from the Middle East. After the outbreak of World War 2, the firm was requisitioned by the Government providing a range of important services to the many ships involved in a variety of roles as part of the war effort. After the war, Williams Shipping (Fawley) Limited, as it was now known, moved its base to Town Quay in Southampton. The Company continued to grow and expanded its operations into road transport, small tankers and bunkering as well as the services which founder George had initiated. In 1968 Ray's son Eric (Grandson of Jim Williams), joined the family firm with younger son Colin following his brother 8 years later. The expansion and diversification continued and in 1979 the Company, in conjunction with the Red Funnel Group, established a business to provide services to Offshore Drilling Companies operating in the English Channel and South Western Approaches.

Today the Company, comprising of several divisions, is still operated by five family members. Eric (Chairman) working with his brother Colin, and two sons Philip and Jonathan plus Colin's son Chris.

It is most impressive how such a company can grow and diversify on the success of one converted vessel that was put to work in such a humble manner in 1894. Nowadays, Williams Shipping is a marine and logistics operation offering a broad range of marine and logistics services, including vessel charter, port services, transport and logistics, marine lubricants distribution, and container hire and sales. Ongoing daily support is provided for shipping lines, oil terminals, freight forwarders, ships agents and civil engineers. From the bases in Southampton and Milford Haven, the company provides a wealth of marine and logistics expertise across the UK and Europe. In the spring of 2021, the marine fleet consisted of 14 vessels, 8 multi-purpose and 6 tugs/workboats and launches. All except the wind turbine carrier Bladerunner 2 have the prefix of "Wil" or "Will" to their names.

MEETING THE CHALLENGE

The 14th member of the self-propelled marine fleet is the 145gt/2021-built Willchallenge, the newly delivered EuroCarrier 2209 from Neptune Marine. The vessel joined the company in February 2021 having been launched at Neptune Marine's Aalst shipyard in October 2020 as their Yard No. NP564. These plucky vessels operate under the MCA Workboat Code Cat. 2 and are classed Bureau Veritas, Special service/ multipurpose ship/unrestricted navigation, so have a "go anywhere" capability. The Willchallenge was brought home under her own power from Aalst in The Netherlands and joins her elder sister, the 136gt/2007-built EuroCarrier 2209 Willendeavour. The latter has been assigned all manner of tasks since joining the company, including assisting with the delivery of the Cowes Floating Bridge, Floating Bridge No.6, from Pembroke Dock to Cowes, the Red Funnel Ro-Ro vessel Red Kestrel (1,102gt/built 2019) when towed from Birkenhead to Southampton by the 140gt/2000-built Willpower and also working with the latter to tow the broken down Wightlink ferry Wight Sky (2,546gt/built 2008) from Yarmouth to Lymington.

The Willchallenge is 22m long with a 9m beam, 3m hull depth at the sides and a general draught of 2m. The rectangular hull provides a perfect work and cargo area. Situated within the hull at the bow are four fresh water tanks and aft of this can be found a store on the port side and 3 crew cabins and facilities to starboard (2x single and 1x double cabin). The fuel tanks are situated amidships with the machinery spaces in the aft section of the hull. The vessel is powered by two Caterpillar C18 main engines, which each have an output of 447kW @ 1800rpm. The Caterpillar C18 Marine Engine is a I-6, four-stroke–cycle diesel engine with a displacement of 18.1 litres, turbocharged-aftercooled aspiration and a maximum exhaust backpressure of 6.7kPa which is equivalent to 26.9 In.

A dry C18 engine weighs around 1,539kg, is 1.50m long, 1.07m wide and 1.14m high. The engines drive two 1,350mm and 4-blade FPP propellers in nozzles through Twin Disc MGX 5170 DC 4.5:1 gearboxes. The free running speed is 10 Knots and the vessel can also offer a bollard pull of 16t for towage duties. In trials the bollard pull at 11 knots was recorded as 14.80t. Onboard power is provided via two Caterpillar C4.4 103Kva generator sets, one radiator cooled and one keel cooled. Hydraulic power onboard is provided by two 55kW electric motors, driven by both generators.

The Azobé covered work/cargo deck is 100m^2 with a maximum deck load capacity of 80t (6t/m^2). Among the myriad of cargoes that can be carried, the deck will accommodate two 20ft or four 10ft containers. An HS Marine AKC 185 HE4 foldable knuckle and telescopic boom deck crane is fitted on the port side at the bow with an 8t winch. The crane's capacity is 32,540kg at a 4m outreach or 7,620kg at a 15.07m outreach. Other equipment includes a 50t split drum anchor handling and towing winch, a 20t SWL Mampaey MXX 015 towing hook, a 10t tugger winch plus a wide bow roller is fitted in combination with hydraulically operated wire-guide pins. The hauling speed of the towing winch ranges between 7m/min and 21m/min. Situated mid-way along the port side of the deck is the deckhouse. The main deck level houses the airconditioned galley/messroom and above this is the spacious 360 degree visibility wheelhouse with space for survey equipment if required.

The EuroCarrier vessels, and other designs such as the Damen Multi Cat, certainly pack a lot into a compact profile and are an essential part of daily life around our shores, busying themselves with a plethora of tasks.

TECHNICAL SPECIFICATIONS

Builder:	Neptune Marine BV, Aalst, The Netherlands
Build/Yard No:	NP564
IMO:	9909261
Launch Date:	October 2020
Delivery Date:	February 2021
Type of Vessel:	EuroCarrier 2209
Classification:	Bureau Veritas 1 Hull MACH AUT-UMS Special service, Multi-Purpose Vessel
Certification:	MCA Workboat Code Cat 2 (60 miles) 12 pax
Gross Tonnage:	145
Deadweight Tonnage:	130
Length O.A:	21.60m
Beam O.A:	9.04m
Depth at Sides:	2.80/3.00m
Draft Aft '+/-:	2.0m (50% tanks)
Main Engines:	2 x Caterpillar C18
Total Power:	1200hp/894Kw@ 1800rpm
Marine Transmissions:	2 x Twin Disc MGX 5170 DC 4.5:1
Propulsion:	2 x 1350mm dia 4-blade FPP in Nozzles
Free Running Speed:	10 Knots
Bollard Pull:	16t
Generator Sets:	2x Caterpillar C4.4 103Kva
Electrical System:	24V DC and 220/415V connections
Hydraulic Deck Crane:	HS Marine AKC 185 HE4 - 185 t/m (with 8t winch) Capacity 32,540kg @ 4m/7,620kg @ 15.07m
Anchor/Tow Winch:	Technospirit 50 tonnes 250m + 250m @ 36mm
Tugger Winch:	Technospirit 10 tonnes 170m @22mm
Bow Roller:	5m wide bow roller
Towing Hook:	Mampaey MXX 015 20T SWL
Fendering:	Tyre fendering at sides, push-bow fendering fore-and aft of vessel
Deck Carrying Capacity:	80t (6t/m^2)
Cargo Deck Area:	100m^2
Container Capacity:	2 x 20' or 4 x10' containers
Number of Crew:	4
Fuel Oil:	56m^3
Fresh Water:	28m^3

Special thanks must go to Victoria Williams (Marketing Assistant) and Richard Brooks (General Manager) of Williams Shipping plus Sidi de Kok of Neptune Marine for their invaluable assistance with information & images.

ITALIA

Precisely pinpointing the genesis of the modern cruise industry is an impossible task but a significant milestone can be traced to a collection of bespoke ships that emerged in the mid to late 1960s. Perhaps the greatest irony of this new fleet's success is that it was dependent on a symbiotic relationship with the airlines. In effect the jet, the ocean liner's nemesis and vanquisher, became the cruise ship's greatest ally.

One of the most impressive of this new breed of cruise ships was laid down at the Felszegi shipyard, Muggia on 23rd June 1963. These were the halcyon days of Italian post-war shipbuilding, and yard number 76 would become the final works of two of the era's greatest exponents of external and internal ship design, Nicolò Costanzi and Gustavo Pulitzer Finali. The new ship certainly borrowed design elements from Costanzi's other work, especially the Oceanic, then being built in the nearby Cantieri Riuniti dell'Adriatico (CRDA) yard at Monfalcone. Nevertheless she was also highly original, part of a generation that broke away entirely from the concept of the passenger ship as a means of transport, towards the notion of passenger ship as a holiday destination.

Italia was ordered by Sunsarda S.p.A, a subsidiary of the Giacomelli Group which also owned the shipyard amongst its diverse business interests. She was originally to be one of a pair and the intention from the start was to supply the expanding charter market, however despite the merits of her design she would endure a long and troubled gestation. Construction delays can be traced to several factors, a lack of skilled labour due in part to the demand from rival yards, a lack of and delays in supplying materials for similar reasons and arguably most significantly the owner and builders perilous financial position. Amongst the usual ceremony Italia was named and launched into the Adriatic on 20th April 1965, but when first the line and then the builders were declared insolvent, the incomplete hull was transferred to the largest creditor, Banca Nazionale del Lavoro (BNL).

BNL ultimately arranged for the ship to be completed, thereby securing the shipyard workforce's short term future and established a new company, Crociere d'Oltremare, to manage the completion, operation and ultimately sale of the vessel. Plans for the second ship were quietly dropped. Thus it was four years and three months after the initial keel laying that Italia finally departed her builders for trials in the Gulf of Trieste.

At 12,219grt, the 149.78 metre long ship was small by modern standards. Her aft engines configuration created the archetypical cruise ship silhouette and there are clear similarities to Oceanic, arguably Costanzi's seminal design, with a heavily raked mast situated above the bridge, a large central lido and a funnel sited aft. The latter was located above a deckhouse that incorporated air-conditioning and ventilation machinery as well as the ship's Gymnasium. Amongst the plethora of weird and wonderful stack designs proliferating from the world's (and especially Italian) shipyards at that time, Italia's was amongst the most unique. It actually almost defies description but 'sculpted' is perhaps the most accurate adjective. It is also the most appropriate because unlike Michelangelo and Raffaello, or even the Lloyd Triestino twins and Eugenio C, it was not designed by an aeronautical scientist but by a local Trieste sculptor, Ugo Carà.

In the course of her trials the Italia's twin, 14,800 HP nine cylinder Sulzer diesels, built under licence by CRDA, produced a top speed of 21.6 knots, well in excess of the contracted service speed of 19 knots. To everyone's satisfaction she was handed over to her new owners on 11th September 1967 and prepared for the first of a series of three introductory cruises in the Mediterranean, under bareboat charter to Costa Line. The passengers who embarked at Trieste for that maiden cruise to Genoa, via Corfu, Valetta and Cagliari, were met by a ship that combined 'old-school' warmth and stunning modernity. Her hull might not have incorporated Costanzi's trademark bow and stern features, but like the superstructure it maximised space for the cabin accommodation and public rooms.

There were eight passenger decks in all. The ship's bridge, radio room and senior officer accommodation occupied the forward part

Left: The Italia in the English Channel in June 1978 in her Costa livery. *(FotoFlite)*
Above: The Italia arriving at Lisbon in April 1977. *(Don Smith/photo-transport.com)*
Below: The Italia in Princess Cruises livery at Vancouver in 1970. *(Michael Tootill)*
Bottom: The Italia as Ocean Princess of Ocean Cruise Line anchored off Quebec in October 1986. *(Don Smith/photo-transport.com)*

of a high point superstructure 'island', with passenger access restricted to an area of teak covered deck space facing aft. This was called Sun Deck.

As the name suggests Lido deck provided a considerable area of teak lined sunbathing and outdoor recreation space, primarily occupying the central void between the island forward and the funnel housing aft. With the accompanying swimming pool and mosaic decorated surround just forward of the funnel (indeed the latter's broad, forward facing slope, almost seemed to have been installed as a tempting waterslide), this was the main focal point for languid days at sea, sunbathing and the occasional 'dip'. The forward section of both this and Riviera deck below consisted of a stepped arrangement. It provided a full 'wrap around' deck with a viewing vantage point forward below the bridge and additional deck space around and aft of the funnel. Servicing the Lido and providing respite from the sun during the day and a favoured evening waterhole was the Veranda bar. With it's patterned carpet, stripped light panels and angular chairs this was an informal haven and occupied the aft portion of the forward superstructure island, opening out towards the lido and pool. Officers accommodation occupied the forward part.

Riviera deck was initially entirely devoted to public rooms, the main location for evening entertainment and a daytime repose.

Early in her career cabins were added forward of the Observation Lounge and early in her subsequent Costa career the lounge itself was replaced by additional cabins. Heading aft an impressive central lobby was bracketed by a small boutique/gift shop, the card room, which was also used as a chapel when required, and games room on the port side, and toilet facilities to starboard. A passage between the central lifts and stairwell opened into the Grand Salon. Designed by Romano Boica who also worked on Guglielmo Marconi, Raffaello and Oceanic, the Grand Salon was an extremely spacious full width room with light flooding in from floor to ceiling windows. There was an interesting 'staggered' bar arrangement discretely hidden on the starboard side and a large central dance floor. High backed, brown chairs predominated, their angular head and arm rests fitted in well with the squared off pillars and linear ceiling panels. No doubt the chairs were fashionable at the time but looking now are somewhat reminiscent of a care home environment. Further aft was another lounge which doubled as a nightclub, with Finali's unmistakable touch. His signature circular ceiling patterns and light fixtures were echoed in the oversized circular 'portholes' that provided a modicum of daylight to the the room (echoed in the forward facing bulkhead on this deck). Gold lacquered pillars and ceiling panels, grey stone coloured carpet and blue velour fabric chairs created the luxurious, Genoese richness the designer was famed for. This room also had a large bar, central dance floor and a bandstand situated adjacent to the far aft bulkhead. It was surrounded by a part enclosed and part exposed promenade area.

Promenade deck extended the full length of the ship and as the name suggests nominally provided an encircling outer deck space. In some ways though it was a misnomer. Six lifeboats lined each flank, stowed inboard in recessed housings akin to Canberra and Oceanic. However unlike those other ships the lifeboats were stored at near deck level on davits extended on sponsons, so strollers had to walk along a narrow inboard passage, rather than under the boats. At the forward end was the open mooring deck and the location of two cranes to serve the solitary forward hold. An assortment of cabins occupied the forward portion of this deck including the highest category nine Deluxe Suites. They must have been rather gloomy being located between and looking out at the foremost pairs of lifeboats. These suites included twin beds, a separate sitting area, tub bath and a shower. In fact all of the 213 cabins could be reasonably categorised as luxurious, irrespective of price and location as they had ensuite facilities, individually controlled air conditioning, a private telephone, closed circuit TV set and two channel radio. Returning to Promenade deck and sandwiched fore and aft between the central and aft stairwells (akin to the Grand Salon above) and the remaining lifeboats along each side, was the Dining Salon. This impressive room included a recessed central ceiling section, with back-lit illuminated glass panelling that ran the length of the room, flanked by circular columns. The aft section of Promenade deck, with a narrow walkway surround, was given over to the galley.

Pacific deck was the main embarkation point for the ship, with shell doors amidships leading into the Main lobby with a front desk for the Pursers Office, the hair dresser, barber and phone operator radiating off. There was also an aft set of shell doors which opened into the aft stairwell and lift lobby area. Cabins for passengers were arranged centrally between the forward, mid and aft stairwells all of which had two adjacent lifts. Apart from the hospital and doctor's consulting room just aft on the starboard side, the rest of the deck consisted of crew accommodation and working areas.

Down one flight Belvedere deck replicated Pacific deck's basic layout with passenger cabins central and crew at each extreme. Capri deck followed the same pattern but access to Cinema deck, lowest of the passenger decks was restricted to the capacious and comprehensively equipped cinema/theatre. The television station was also operated from an ante room next to the Theatre.

The total initial passenger capacity was 425 but this was based on the use of several Pullman type upper berths that in practice were rarely utilised. Looking after them all was a crew of 252. Sporting Crociere d'Oltremare's hastily concocted funnel livery, primarily white but with a central motif comprising yellow and red triangles that mirrored the funnels curvature, Italia received rave reviews on the initial voyages and quickly attracted the interest of industry newcomers Princess Cruises, whose founder Stanley McDonald had recently started offering Mexican Riviera cruises aboard the veteran Princess Patricia. With no planned itineraries of their own, Costa negotiated a sub-charter to Princess, and on 12th November 1967 she departed Trieste for Los Angeles. Just over a month later on 15th December Italia departed from the Californian port, taking over the American company's Mexican cruise programme. Unlike her predecessor on the service passengers could be assured of a comfortable cruise experience, with air conditioning throughout and stabilisers to iron out those Pacific swells. Although marketed as Princess Italia her hull name was never changed and she also retained Crociere d'Oltremare's funnel livery throughout the following year. The success of Italia's programme prompted Princess to charter Costa's larger, recently acquired Carla C, formerly the French Line's Flandre, to take over the itinerary for the following winter season. Carla C was the first ship to sport the 'Sea Witch' company logo on her funnel and almost exactly a year after Italia had pioneered the service, on 19th December 1968 took over the schedule from Los Angeles. Italia soon adopted the same funnel motif and the following summer found herself inaugurating another pioneering cruise schedule, sailing on 3rd June 1969 from San Francisco to Alaska. That year she also made a solitary cruise to Australia however due to a general lack of support it was not repeated.

For four more years Italia would operate under the Princess banner, helping the company to expand until Britain's P&O, seeing the potential in the Love Boat's Pacific coast operation acquired the company in 1974. By then the Princess Italia's charter had been terminated, reverting to Costa in October 1973 and a refit that included upgrading and refurbishment her interiors and the addition of some new passenger cabins. She also adopted Costa's yellow funnel with its large blue C and punctuation marks for the first time.

On Friday 1st February 1974 Italia cast off from San Juan at about 7pm on her first Costa cruise, a 10 night, port intensive voyage to St. Thomas, Antigua, Guadeloupe, Barbados, Caracas, Aruba and Santo Domingo, before returning to Puerto Rico. The following cruise was one night longer and incorporated an additional call at Cartagena and an extra sea day. These longer cruises were however the exception, Italia's main employment was on 7 night cruises in the Eastern Caribbean, the most numerous of which called at Curaçao, Caracas, Trinidad, Martinique and St. Thomas. She was advertised as being "A big and beautiful ship for special people. Like you". Italia attracted a loyal following. Ironically given the marketing slogan passengers were often drawn by her compact size but also excellent facilities and Italian service. The general impression is that she seemed bigger than she actually was, especially the spacious Lido.

Costa decided to relocate their turnaround port to Port Everglades from December 1974, with 7 to 11 day cruises now extended to 10 to 14 days, but otherwise Italia continued to offer a similar cycle of Caribbean itineraries, periodically interspersed with longer ventures into South American waters. After ten years, in 1977 Crociere d'Oltremare finally realised the last element of BNL's plan when they sold Italia to Costa Line. Her new owners employed her on a broad variety of cruise schedules over the following six years, she was seen all over the world from the Amazon to Australia (this time under charter to Neckermann Reisen), from Patagonia to Patras. Although she was primarily employed in the Mediterranean even these ranged from 7 night circuits out of Venice to 22 night adventures into the Black Sea. Sometimes she sailed for Costa, sometimes under charter to tour operators.

In the early 1980s, under new management following a transfer to public ownership

The Italia in her later years operating for Thomson as the Sapphire. *(FotoFlite)*

Costa commenced a fleet rebuilding programme. Consideration was given to lengthening Italia in 1982 but in the end the project was abandoned as too expensive. The following year she was placed on the sales list and acquired by a new Greek operator called Ocean Cruise Lines. As cruise ships were growing ever larger they wanted to exploit a perceived gap in the market by operating smaller ships on itineraries that incorporated ports unsuitable for the new breed of megaships. Italia was renamed Ocean Princess and on 24th September 1983 arrived at Piraeus, before moving to a shipyard in Perama for an extensive refit planned by architect Michael Katzourakis. Externally apart from adopting Ocean Cruise Line's attractive funnel livery (deep yellow with a slim white band topped by black and a stylised white O symbol), the most notable difference was the addition of glazed screening along each flank. This made a significant difference protecting the previously exposed Sun and Lido deck areas. The floor to ceiling windows on each side of the Grand Salon were also reconfigured with broader pillars.

Internally the original 1960s décor was jettisoned in favour of 1980s chrome, brushed steel and brass, with vibrant colours and harsh lighting. The veranda bar on Lido deck was enlarged and renamed Café de Paris, passenger cabins replacing the officers accommodation. On Riviera deck to port the main vestibule/lobby and adjacent rooms were reconfigured so the former games room and card room/chapel became the Monte Carlo casino. Although the deck nomenclature remained unchanged the public rooms were all renamed, so the Grand Salon became the Marco Polo Lounge, the aft lounge/nightclub became the Raffles Piano bar and Discotheque and the dining room became the Four Seasons Restaurant.

Sticking to the Mediterranean or Northern Europe in the northern hemisphere summer, she would then reposition to the Caribbean and/or Latin America for the winter. Ocean Princess settled quickly into a pattern that would sustain her over the next decade. Her new fleet mate was another distinguished former Italian vessel, the rebuilt Adriatica liner San Giorgio which was renamed Ocean Islander. At some point in her Ocean Cruise Line career the existing foredeck cranes were removed and replaced by a single, modern crane, similar to the transformation effected on QE2. The new crane was specifically installed to manoeuvre a pair of launches which were lodged on the foredeck, expressly to aid with tendering in anchor ports. In 1990 Ocean Cruise Line was purchased by Argimar SA, and operated by a fellow subsidiary of parent company Accor and Chargeurs, Paquet cruises. Under the terms of the sale only Ocean Princess was retained and she continued to fulfil her advertised schedule, although now sporting Paquet's white funnel, with Oceans stylised O in blue.

In all her various guises Italia/Ocean Princess had found a niche by offering cruises to novel locations, beyond the realms of larger cruise ships. Inevitably this could also put her at greater risk when manoeuvring in confined ports and anchorages and alas on 1st March 1993, during one of her very popular ventures up the Amazon, she struck an uncharted submerged wreck at Belem and was holed below the waterline. The ingress of water couldn't be controlled by the ship's pumps and she sank, although fortunately it was on an even keel. Whilst there was no loss of life the engine room and lower decks were all flooded. Three weeks later, on 20th March, after patches had been applied to the hull the ship was refloated and moved to a Brazilian Naval berth for inspection. The damage was more considerable than originally believed and assessors declared her to be a Total Constructive Loss. In early April the Insurers sold the ship to Ellice Marine, a Greek company based in Athens and she was taken in tow on 15th April for the long voyage to Keratsini near Piraeus, for repairs and refurbishment. In July 1993 she was re-registered under the ownership of Equinox Enterprises S.A., a subsidiary of the Tranos A.M. Bartsokas J.N. shipping group. Trading as Sunshine Cruise Line the new owners changed the ship;s name (and sex!) to Sea Prince, with the intention of using their new acquisition on week long Aegean cruises. The refurbishment at Keratsini continued through 1994 and into 1995, but as it neared completion on 26th May the nearly completed ship was gutted by fire. Although the blaze was eventually brought under control the damage was so extensive that her owners felt there was no option but to put Sea Prince back on the market.

She was sold for $9 million in September 1995 to the Cypriot registered Louis Cruise Line, a branch of the Louis Group that held diverse travel and tourism interests. They had built a successful Mediterranean operation using veteran cruise ships and liners and the former Italia neatly fitted their requirements. She was renamed Princesa Oceanica but before the intended refit was started Louis entered a charter agreement with the British Thompson travel group, which injected further capital towards her refurbishment. More than six months and $5 million later the newly re-christened Sapphire emerged from the Perama shipyard, sporting an extension to her forward superstructure on Riviera and Promenade deck which contained additional cabins. Otherwise a comparison of the deck plan for Sapphire in the early 1990s and that of Italia in the late 1960s shows relatively little difference. Naturally furniture and fittings had been altered to reflect changes in taste and fashion but little had structurally changed, testimony indeed to the skill of Costanzi three decades earlier.

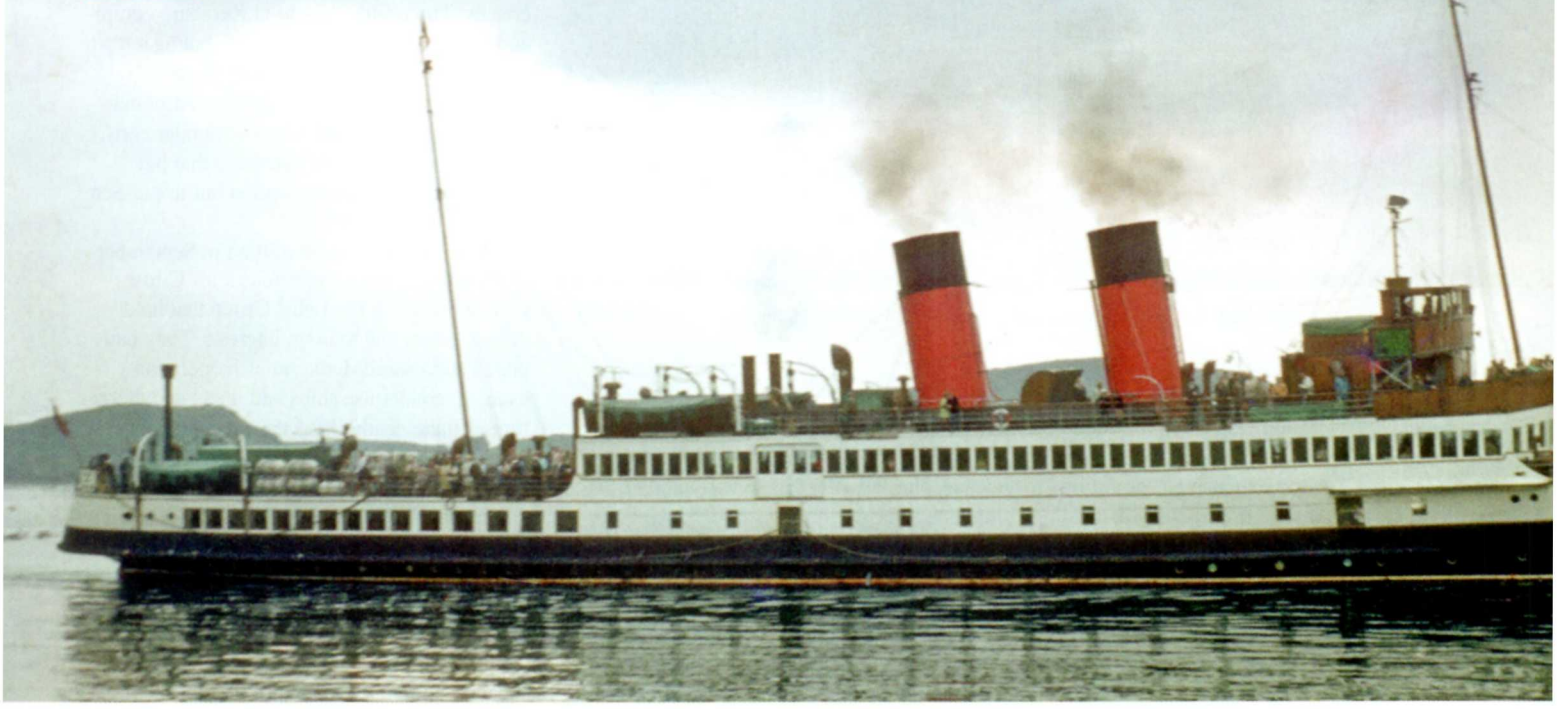
Sapphire endured a troubled start. Although her maiden voyage on 3rd April 1996 passed off untroubled she suffered a complete engine breakdown on her subsequent cruise. After repairs had been effected she returned to service in July, operating a Western Mediterranean itinerary in the summer months and Eastern Mediterranean cruises from Limassol over the winter. When the Thompson charter expired in 2002 and was not renewed she was absorbed into the Louis fleet, providing a further eight years service to her Cypriot owners. Like so many contemporaries the introduction of stringent SOLAS regulations in 2010 ultimately proved her undoing. Despite her timeless silhouette there were more modern, efficient and therefore profitable ships being introduced by Louis and rebuilding her to conform with the new regulations simply wasn't a viable option. She was withdrawn from service at the end of 2010 but it wasn't until 2012 that she followed the one way pilgrimage to the breakers running up on the toxic sands of Alang. Ironically her final voyage was made under the rather upbeat name of Aspire. By the end of the year she was gone.

FEATURE BY NORMAN MIDDLEMISS

CALEDONIAN MACBRAYNE

170 YEARS of SERVICE to the WESTERN ISLES

Part 1: David MacBrayne 1851 to 1973



The magnificent scenery of lochs and bays and the grandeur of the many mountains in the Western Isles led travellers to visit and settle over the centuries. The travellers on the early steamers in the first decades of the 19th century across The Minch to the Outer Hebrides fell into two groups. In terms of status, members of the first group comprised the Macleod clan of Dunvegan Castle in north west Skye and on Harris, and the Macdonald 'Lord of the Isles' clan with a base at Sleat on Skye. The Macdonald clan had controlled most of the North Minch basin since the 16th century, with many feuds with the Macleod clan, and their tenants of large rented farms were numerous. The second group of travellers included seafarers, fishermen, shepherds, farm workers, blacksmiths, herdsmen, bailiffs, bakers, stockmen, drovers, gillies (gamekeepers), kelp workers, teachers, ministers, doctors and nurses.

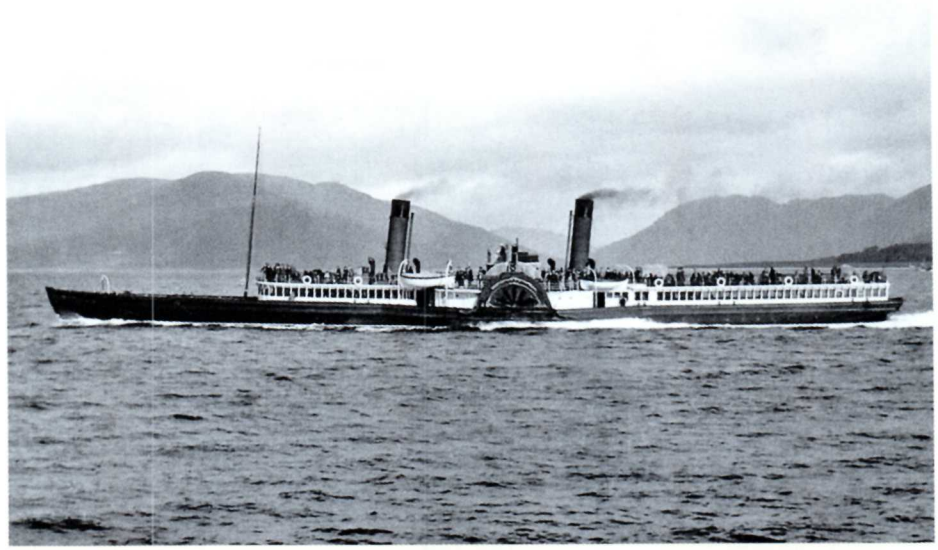
One of the more famous members of the Macdonald clan was Flora Macdonald (1722 -1790), who was visiting Benbecula in the Outer Hebrides when Bonnie Prince Charlie and a small group of aides took refuge there after the Jacobite Rebellion of 1745 and the Battle of Culloden in June 1746. Flora's stepfather Hugh Macdonald controlled the pro-Government militia on Benbecula, and she was able to obtain the necessary permits to travel to Skye for herself, a boat crew of six men and two women servants, one of whom was Prince Charles in disguise, to land at Kilbride near Uig on Skye on 27th June 1746. The 'Skye Boat Song' relates to this passage across The Minch, and on the next day Prince Charles was taken from Portree to the Isle of Raasay, and thus evaded the many Government troops who were searching for him on Skye. He made good his escape on the French frigate L'Heureux and arrived in France in early September 1746.

One of the more famous members of the Macleod clan was Iain Macleod (1913-1970), who died while holding the high office of Chancellor of the Exchequer. He belonged to a branch of the Macleod clan of Pabbay and Uig on Skye and after graduating from university he became first a professional bridge player, and then a Member of Parliament in 1950. He worked in the Foreign Office as a Cabinet Minister and later was Minister of Health, Colonial Secretary (1959-1961) as well as Chairman of the Conservative Party (1961-1963). He is remembered for his colonial work and was the prime mover in the movement to grant independence to many British colonies in Africa in the 1960s, as he recognised the fervour of the wish for independence in Africa and thus saved the lives of many British troops who would have died defending the colonies during this period of upheaval. Dunvegan Castle was first built in the 13th century and developed piecemeal over the centuries, but it actually dates from the 19th century when it was remodelled as a 'mock medieval' castle, and it was opened to the public in 1933 with great views over Loch Dunvegan.

The first early wooden paddle steamer that went 'All the Way to Stornoway' from Glasgow was the Ben Nevis of 45 grt in 1828, sailing on alternate Tuesdays from Glasgow and using the Crinan Canal, with other small steamers on scheduled services as far as Skye. The steamer Mary Jane of 226 grt and overall length of 150 feet was a better seaboat to Stornoway when she was completed in 1846. She reached Stornoway from Glasgow in a little over 26 hours under Capt. R. H. Hudson in June 1846, and then undertook an excursion from Stornoway to show off her fine lines. The larger wooden paddle steamer Marquis of Stafford completed in 1849 operated mostly to Stornoway from Poolewe on the mainland in place of sailing ships.

DAVID MACBRAYNE

David MacBrayne (1815-1907) was 'the right man in the right place' in February 1851 when the firm of David Hutcheson & Company was formed, the partners being David Hutcheson and Alexander Hutcheson, who had long been Heads of Departments in the G. & J. Burns fleet of Glasgow, and their nephew David MacBrayne. The company office was at 14 Jamaica Street in Glasgow, and they took over the West Coast of Scotland paddle steamers of the Burns

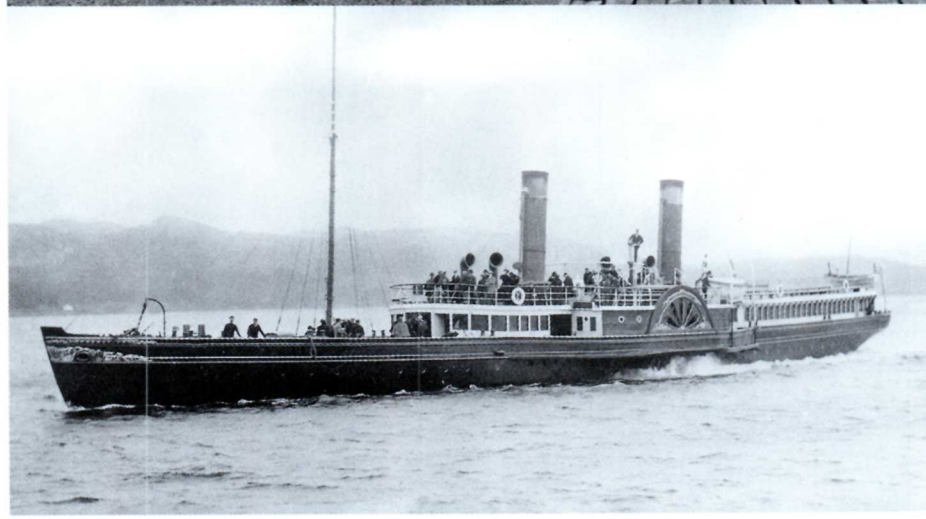


Left: The 797grt iconic King George V seen here in Oban in 1969. She was built in 1926 by Wm Denny at Dumbarton for Turbine Steamers Ltd. She joined MacBrayne in 1935. She was sold for static use in 1975, but laid up in Cardiff until being acquired by Bass Charrington in 1981 as a replacement for the Caledonia which had been written off by fire in the Thames. She too caught fire while in dry dock in Cardiff in 1981 and was subsequently broken up on the beach at Briton Ferry by Dean & Sons. *(Nigel Lawrence)*

Above: The 368grt Iona was built in 1863 by J. & G. Thomson at Govan. She was broken up at Dalmuir in 1936.

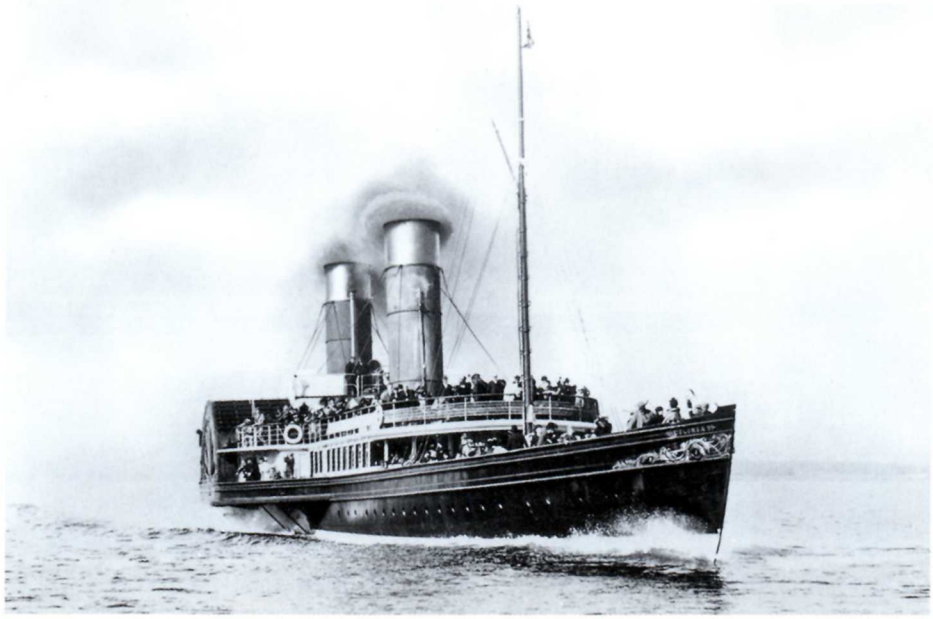
Below: The 169grt Gondolier was built in 1866 by J. & G. Thomson at Govan. On 21st March 1940 she was scuttled as a blockship in Scapa Flow.

Bottom: The 292grt Chevalier was built in 1866 by J. & G. Thomson at Govan. In March 1927 she ran aground off Barmore Island following a paddle wheel jam. She was refloated and taken to Greenock but it was decided that she was not worth repairing so she was scrapped at Troon.

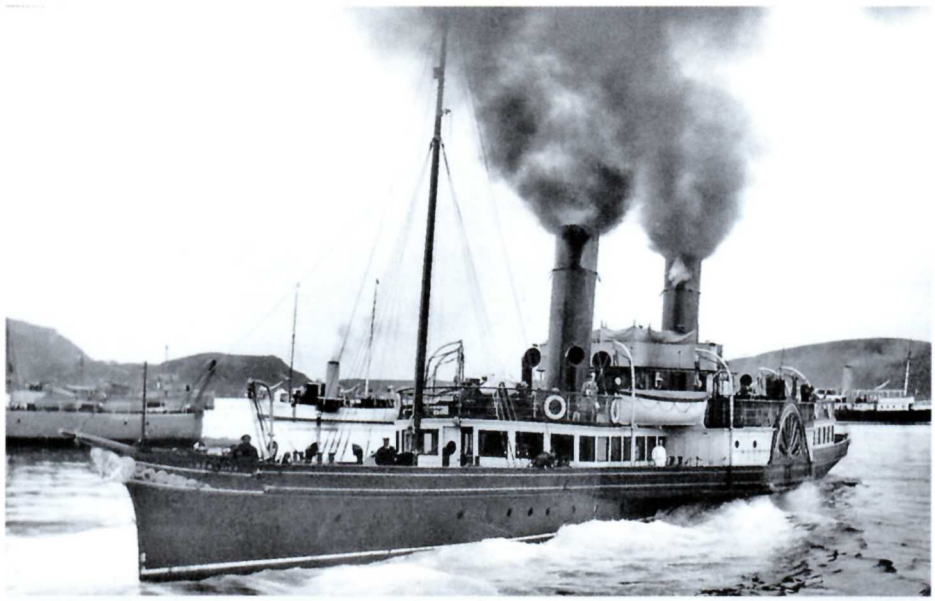


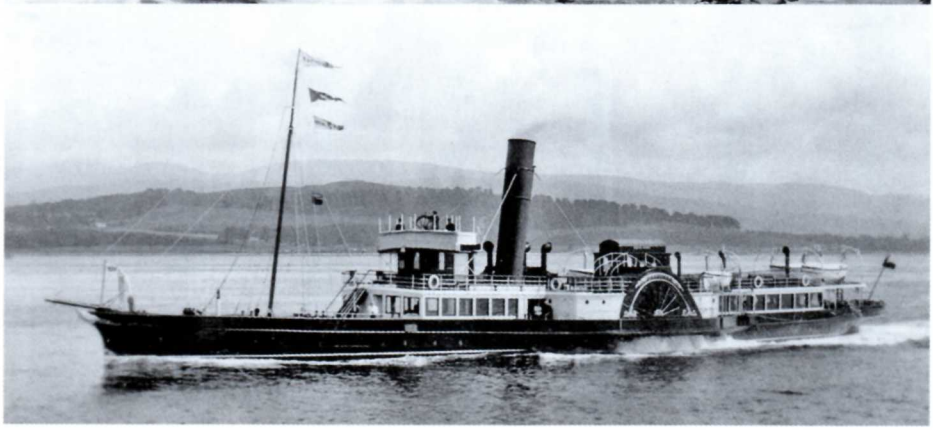
Brothers of Dolphin, Pioneer, Duntroon Castle, Edinburgh Castle, Cygnet, Lapwing, and Curlew, together with two Crinan Canal track boats, Maid of Perth and Sunbeam. The new company thus had the support of the Burns family. One other paddle steamer was taken over on formation of the company in Shandon from Thomson & McConnell and their City of Glasgow Steam Packet Company. Inverary Castle and Rothesay Castle were taken on charter for two months for the run from Glasgow to Loch Fyne. G. & J. Burns had taken over the Clyde to Ardrishaig on Loch Fyne paddle steamer routes of the Glasgow Steam Packet Company in June 1846, with 'Castle' names of their ships e.g. Inverary Castle, Rothesay Castle, Toward Castle, Dunoon Castle, Arran Castle, Windsor Castle, Edinburgh Castle, Tarbert Castle, Duntroon Castle, Cardiff Castle, Craignish Castle and Dunrobin Castle, the latter the seat of the Duke of Sutherland. David Hutcheson & Company became the largest of the West Coast steamer owners and were to totally dominate the area, taking over the Glasgow & Loch Fyne Steam Packet Company and the Glasgow & Highland Steam Packet Company in 1857.

Their main two services were 'All the Way to Stornoway' by steamers of a more sedate speed via the Mull of Kintyre carrying cargo as well as passengers, and the 'Royal Route to Inverness' by fast steamers, as well as many smaller services on the Clyde and to



Above: The 543grt Columba was built in 1878 by J. & G. Thomson at Clydebank. She was broken up at Dalmuir in February 1936.
Below: The 321grt Grenadier was built in 1885 by J. & G. Thomson at Clydebank. On 6th September 1927 she suffered a serious fire while berthed at Oban. Three crew were killed including her master. She sank at her berth but was raised and taken to Greenock. However she was beyond economic repair and was broken up at Ardrossan.
Bottom: The 252grt Fusilier was built in 1888 by J. McArthur & Co. at Paisley. In 1934 she was sold to Redcliffe Shipping Co. to run excursions on the Firth of Forth, based at Granton. She was sold in 1935 to Cambrian Shipping Co. to operate out of Llandudno and renamed Lady Orme. She was sold again in 1936 to operate out of Ramsgate, returning to Llandudno in 1937 for The Ormes Cruising Co. and sold in 1938 and renamed Crestwave. She was laid up in 1939 and broken up at Barrow-in-Furness in October that year.





the islands of the Inner Hebrides. Queen Victoria later travelled from Glasgow to the Crinan Canal and thus the 'Royal' epithet was added to the Inverness route, which in fact was a series of four voyages taken by different steamers on sometimes separate days to reach Inverness, the first being Glasgow to the Crinan Canal, the second being from the western exit of the Crinan Canal to Oban, and the third being between Oban and Fort William and Banavie, and the fourth voyage travelling along beautiful Loch Ness to Inverness. The traveller to Oban could then board another fast steamer to carry him north west to Gairloch via Mull and Skye, and cruises were operated to Iona and Staffa in summer from Oban.

The Islay service of John Ramsey and others was taken over in 1876, the year that David Hutcheson retired, and his brother Alexander two years later, leaving David MacBrayne as the surviving partner to operate the business under his own name from 1879. A total of thirty paddle steamers entered the company fleet from 1852 to 1910, with their dates of service in the MacBrayne fleet being:-

Mountaineer (1852-1889) twin funnelled and lost by stranding on 7th October 1889
Chevalier (1853-1854) and wrecked on Iron Rock, Sound of Jura on 24th November 1854
Iona (1855-1862) and sunk in Gourock Bay by collision on 2nd October 1862
Clansman (1855-1869) wrecked on Sanda Island in 1869
Inverary Castle built in 1839 (1857-1891) and broken up at Bowling in 1892
Mary Jane built in 1846 (1857-1931, renamed Glencoe in 1875) broken up in 1931
Duke of Argyll built 1852 (1857-1858) sank in the Sound of Mull on 12th January 1858
Stork built 1851 (1858-1861) and sold to the Italian Government in 1861
Plover built 1849 as Maid of Lorn (1859-1879) laid up and rotted in the Gareloch
Fairy (1861-1863) sold for further trading
Iona (2) (1863) sold for blockade running for the Confederates in America
Iona (3) (1864-1936) two funnels and broken up at Dalmuir in 1936 alongside Columba
Gondolier (1866-1939) taken over by the Admiralty and sunk at Scapa Flow
Chevalier (1866-1929) two funnels and broken up at Troon after 63 years of service
Dolphin built 1849 as Islay (1868) lengthened and later sold off
Islay built in 1867 (1876-1890) wrecked in Red Bay, Antrim in December 1890
Columba (1878-1936) two funnels and broken up at Dalmuir in 1936 alongside Iona (3)
Grenadier (1885-1927) twin funnelled and lost by fire on the North Pier at Oban in September 1927
Lochness built in 1853 as Lough Foyle (1885-1912) sold for breaking up in 1912
Fusilier (1888-1934) sold for further trading on the East Coast, broken up end of 1939

Hero built in 1858 renamed Mountaineer (2) in 1892 (1890-1909) broken up in 1909
Islay twin funnelled and built in 1872 as Princess Louise (1890-1902)
Great Western built in 1867 renamed **Lovedale** in 1893 (1891-1904) broken up 1904
Gael twin funnelled and built in 1867 (1891-1923) sold for breaking up in May 1924
Cygnus built in 1854 renamed Brigadier in 1892 (1891-1896) wrecked on Duncan's Rock near Rodel on 7th December 1896
Carabinier built in 1878 as Albert Edward (1893-1909) broken up at Troon 1909
Gairlochy built in 1861 as Sultan then renamed Ardmore (1894-1919) lost by fire at Fort Augustus 24th December 1919.
Glendale twin funnelled and built in 1875 as Paris, later Flamingo and La Belgique (1902-1905) wrecked on Deas Point, Kintyre on 20th July 1905
Pioneer (1905-1943) and sold to Admiralty
Mountaineer (3) (1910-1937) broken up at Port Glasgow in September 1938

Columba of 1878 and 602 grt was by far the best looking paddle steamer in the MacBrayne fleet, and was twin funnelled with one funnel forward and another abaft her large paddle wheels, a single mast forward, counter stern, and four lifeboats above her aft saloon. She was a stretched version of Iona (3) of 1863 with an overall length of 301.4 feet, moulded beam not including the paddle boxes of 27.1 feet, and moulded depth of 9.4 feet, and her black hull was built of steel and launched at Clydebank on 11th April 1878 by J. & G. Thomson. The total cost being £28,000 with twin cylinder simple oscillating steam engines giving a service speed of 19 knots. She was held in high regard by all who travelled on her on the Clyde and West Coast, her low profile and twin red funnels with a black top making her almost instantly recognisable.

The screw steamers that entered the MacBrayne fleet were equally numerous, with Fingal of 463 grt built in 1861 for the Stornoway run, but she only lasted four months on the run along with Clansman, as she was sold for use as an American Confederate ironclad ram with sloping hull sides named Atlanta. She ran aground in Wassaw Sound in Georgia on 17th June 1863 and surrendered to Unionist forces who kept her name. She was decommissioned from the U.S. Navy on 21st June 1865, and loaded with munitions she sailed from Philadelphia for Haiti on 8th December 1869 but sank a few days later off Cape Hatteras.

The second MacBrayne screw steamer was Clydesdale of 468 grt completed in 1862 and later lengthened to 196.7 feet with a moulded beam of 24.1 feet and moulded depth of 13.5 feet, and she sailed for MacBrayne until 1904. The other MacBrayne screw steamers in the fleet up to 1890 included Ossian (1863), Staffa (1863), Linnet (1866), Clansman (2) of 1870, Queen of the Lake purchased in 1876 but built in 1863, Lochawe (1876), Islay (2) of 1867, Lochiel of 1877, Fingal (2) of 1877, Claymore (1881), Cavalier of 1883, Clansman (3) purchased as Ethel in 1885 but built in 1880, Handa purchased in 1887 but built in 1878, Mabel (1883), Gladiator purchased in 1887 but built in 1860, Udea purchased in 1888 but built on the Tyne in 1873, Staffa (3) purchased in 1888 but built in 1861, Pelican purchased in 1888 but built in 1850, Falcon purchased in 1888 but built in 1854, Margaret (1889), Texa purchased in 1889 but built in 1884, Loanda of 1,475 grt purchased in 1889 as a collier and later a coal hulk, and Flowerdale purchased in 1889 but built in 1878.

The loss of Clansman in late July 1869 on Sanda Island at the south end of the Kintyre peninsula was due to her grounding in dense fog on Sheep Island, a set of rocks west of Sanda while on a voyage from Stornoway to Glasgow on the 'All the Way to Stornoway' route. The one hundred passengers were safely landed on Sanda, and were then rescued by the screw steamer Celt on her voyage between Glasgow to Islay and then landed at Campbeltown. The cargo of wool and herrings was lost, and despite the best efforts of a tug to refloat her, she was a total loss and a replacement vessel had to be built.

The screw steamer Clansman (2) arrived on service in April 1870 was briefly aground at Portree in April 1871 and also unusually went up Loch Hourn to load wool and then loaded a cargo of fish, whelks, lobsters and wool at Tobermory for Glasgow. A near sister was launched at Clydebank on 16th July 1881 as Claymore by Miss Annie Thomson of the family of her builders, a consort to Clansman (2) and Clydesdale. She had dimensions of overall length 225.0 feet, moulded beam of 29.5 feet, and moulded depth of 15.0 feet, and her compound steam engines gave 14.3 knots on trials, a knot faster than her service speed. In November 1883, she had an engine breakdown at Kylerhea after sailing from Portree and her anchor was immediately dropped but did not hold until the steamer got clear of the current. The steamer Glencoe sailed from Portree to offer assistance and brought her to a safe anchorage, and Claymore was then towed to Glasgow.

Clansman (2) ran aground in August 1888 near Broadford on Skye and was making water in her forehold, but pumps were sent from Ardrossan and managed to hold the inflow of water and she was later refloated. The passengers spent the night in an overcrowded Broadford hotel, and were later taken to Portree by Lochiel. She later also broke down in January 1893 when leaving Tobermory on her weekly voyage from Glasgow to Stornoway and anchored in the bay. The damaged engine part was taken by the steamer Fingal to Oban and thence by rail to Glasgow for repair, and Clansman (2) resumed her service a few weeks later. In 1897, the Skye railway was extended from Stromeferry on Loch Carron to Kyle of Lochalsh, a more convenient location for the West Highland steamers of MacBrayne. Mallaig was reached by the West Highland Railway in 1901 and became an important MacBrayne port to reach Skye and the small inner islands.

The main MacBrayne routes in the West of Scotland in 1890 included the following:-
Two splendid screw steamers, Claymore and Clansman, sailed from Glasgow to Stornoway on the 'All the Way to Stornoway' route via Mull of Kintyre, Sound of Jura and Sound of Mull to call at Oban and then on to Stornoway twice weekly. The 'Trade Fair' holidays each year in July saw large numbers of Lewis men returning home.
Two fast paddle steamers, Columba and Iona (3), on the daily 'Royal Route' service down the Clyde from Glasgow to Ardrishaig, then the small boat Linnet through the Crinan Canal to meet Chevalier for the run to Oban. The steamer Mountaineer then made two runs daily from Oban to Fort William and Banavie, with the steamers Gondolier or Glengarry (ex Edinburgh Castle) running up Loch Ness to Fort Augustus and Inverness.
Two larger screw steamers, Cavalier being one, operated on the longer sea route via Mull of Kintyre, Sound of Jura, to Oban and Fort William carrying both passengers and heavy cargo. Another steamer, Gondolier or Glengarry, continued the voyage from Fort William and Banavie to Fort Augustus and Inverness.

A daily steamer sailed from Oban for Tobermory on Mull and intermediate ports.
A daily steamer sailed from Portree (Skye) for Stromeferry on Loch Carron with passengers taking the Dingwall and Skye Railway train onward to Inverness.
A daily steamer sailed from Stornoway for Stromeferry on Loch Carron with passengers taking the Dingwall and Skye Railway train onward to Inverness.

There were also direct runs to Lochinver (Sutherland), Loch Maddy (North Uist) from Skye, Lochboisdale (South Uist) from Oban, Castlebay (Barra) from Oban, Tarbert (Harris) from Skye, and also to Islay, and to Ullapool on the mainland.

Clydesdale collided with the Swedish steamer Noreg while coming alongside the wharf at Stornoway on 1st July 1893. Noreg was loading herrings for the Baltic and was struck on the port bow and carried away her jib boom and pierced a hole in her hull. Clydesdale also fouled her propeller at Kyle of Lochalsh in March 1898, which detained her for four hours. She carried a detachment of troops from Fort George near Inverness

Above: The 241grt Pioneer was built in 1905 by A. & J. Inglis at Pointhouse. She was taken over by the Admiralty in 1944. After the war she was used as a floating laboratory HMS Harbinger in Portland Harbour and was finally scrapped at Rotterdam in 1958.
Below: The 777grt Lochness was built in 1929 by Harland & Wolff at Govan. In 1955 she was sold to Lloyd Mediterraneo SpA and renamed Valmarina and in 1958 she joined Lakoniki SS Co. as Myrtidiotissa. On 15th March 1973 she arrived at Perama to be broken up by Spiliopoulos Bros.
Bottom: The 542grt Lochmor was built in 1930 by Ardrossan Dockyard. In 1964 she was sold to Tamis SA and renamed Amimoni. She was broken up in 1984.

from Kyle of Lochalsh to Stornoway in October 1903, and then left for her last annual overhaul in Glasgow as she stranded on the Lady Rock in 1904 and was then broken up. Lochiel ran aground on Harris in September 1893 while on passage from Portree to Dunvegan and Harris and was beached at Rodel harbour. Clansman (2) ran aground in early April 1898 on the Badcall Rocks in Sutherland and took a considerable amount of water in the engine room but her saloon remained dry. Pumps were sent on the Glasgow steamer Rob Roy from James Watt Dock at Greenock and the vessel was refloated. Claymore struck an underwater rock in Loch Torridon in April 1899 and was making water with damage to her bow and could not proceed to Glasgow, with her passengers transferred to another steamer. Claymore also had a collision in July 1903 below Cloch Lighthouse with a Clyde Trust hopper barge, with several plates aft on Claymore being stove in by the impact. Claymore had also suffered a serious accident in July 1893 on passage from Stornoway to Glasgow.

Several slightly larger screw steamers were then built or acquired by MacBraynes from 1890 to 1910 including Hibernian of 334 grt purchased in 1894 but built in 1875, Lapwing of 211 grt in 1903, Sheila for the Stornoway run of 280 grt in 1904, Plover (3) of 229 grt in 1904, Cygnet of 201 grt in 1904, Pioneer (2) of 241 grt in 1905, Clydesdale (2) of 412 grt in 1905, Chieftain of 1,088 grt in 1907, Lochinvar of 216 grt in 1908, Lochiel of 241 grt in 1908, and Dirk of 188 grt in 1909. Fast passages were made by Sheila e.g. a run of four hours and 47 minutes from Kyle of Lochalsh to Stornoway. Many sailings from Stornoway were sad as many Lewis men and their families were emigrating to Canada, a sailing in February 1907 had around 130 men leaving to work on the railways of Canada.

The elegant clipper bowed Chieftain of 1,088 grt with black hull and white upperworks was launched on 13th May 1907 at Ayr, with her trials taking place in July. She entered service from Glasgow to Oban, Tobermory, Loch Scavaig, Loch Hourn, Loch Duich and Loch Torridon, returning via the Sound of Sleat or West Skye to Glasgow on her weekly service. Circular tours of Skye and the West Highlands were offered in the summer of 1907 by Chieftain, Claymore, Clansman (2) and Cavalier. However, Chieftain did not meet her contracted speed of 14.5 knots, and the long dispute with her builders landed up in a court action for alleged breach of contract that was settled in March 1910, with her builders receiving £1,650 and MacBraynes the sum of £1,500 in respect of the final unpaid bill for the vessel. Claymore grounded on the north east point of Pabba Island near Broadford on Skye while on a voyage from Glasgow to Stornoway at

0633 hours on 22nd January 1910 and took in water in her after hold and engine room. Pumps were sent from Greenock on a tug on 24th January and she was towed off on 29th January and the intention was to beach her on the east side of Broadford pier. The tow rope then parted at the last minute and she ended up listing heavily on the south west corner of the pier. The crew of 31 and 14 passengers were unhurt, and the certificate of the Mate was suspended for four months at the subsequent enquiry.

Chieftain grounded at the end of August 1911 on rocks between the islands of Raasay and Rona to the east of Skye. She had on board 130 passengers on her regular voyage from Stornoway to Glasgow. A musical concert was being held in the saloon at the time of the grounding, but the passengers were ordered into the boats as the position of Chieftain was perilous. Many passengers were thoroughly soaked by torrential rain during the night when they were landed on the safety of a neighbouring island. Chieftain floated off on the high tide in the morning and the soaked passengers reboarded the vessel to Portree. The damage to Chieftain was not serious and she resumed her voyage to Glasgow. She caught fire later in 1914 at her lay up berth at Lancefield Quay in Glasgow, with the fire crews experiencing great difficulty in getting on board the vessel, and then also connecting up their hoses to fit on the appliances of the vessel. Many of her hull plates were buckled and the total damage was estimated at £7,000.

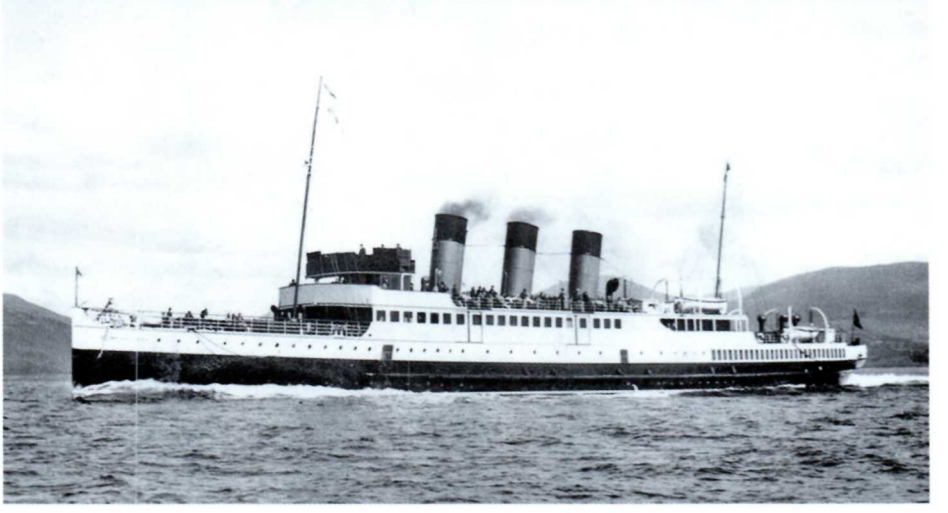
Two vessels were lost on requisition for war service, Dirk by explosion in 1918, and Lochiel in July 1918 while acting as a fleet runner in the Bristol Channel. All of the main MacBrayne services to the Western Isles were maintained throughout the Great War, in a great credit to the company. Clyde Cargo Steamers Ltd. was formed in 1915 by three coastal Glasgow shipping companies to operate very small cargo ships to maintain supplies to the smaller Clyde ports, an arrangement that continued in World War II.

The David MacBrayne Ltd. fleet in 1920 numbered 23 vessels, the largest of which were the steamer Claymore of 760 grt built at Clydebank in 1881 by J. & G. Thomson, and the famous fast paddle steamer Columba of 602 grt from the same builders. The clipper bowed Chieftain of 1907 had been sold on 5th June 1919 to the North of Scotland, Orkney & Shetland Steam Navigation Co. Ltd. and renamed St. Margaret, and after further trading in Canada and the Mediterranean she was broken up at La Spezia in January 1952. The MacBrayne Head Office was at 119 Hope Street in Glasgow with four loading berths on the Clyde at Bridge Wharf and Lancefield Quay. The Chief Agents of the company numbered 22, and there were a further thirty railway station offices selling tickets for the steamers.

Above: The 754grt Lochfyne was built in 1931 by Wm Denny & Bros. at Dumbarton. She is seen here in the Clyde just before her withdrawal in September 1969. In January 1970 she was sold to Northern Slipway Ltd., Dublin. She spent some time as a floating generator and accommodation ship at Faslane. She was sold again, in 1972, to Scottish & Newcastle Breweries and it was hoped that she would have a static role, as a floating restaurant. This failed and on 25th March 1974 she was towed for breaking up to W.H. Arnott Young at Dalmuir. *(Nigel Lawrence)*

Below: The 568grt Lochnevis was built in 1934 by Wm. Denny & Bros at Dumbarton. In 1971 she was sold to Dutch owners A.C. Slooten and was broken up during May 1974 by Handelsonderneming & Bergungsbedrijf at Wormer. She is seen here at Oban in September 1969. *(Nigel Lawrence)*

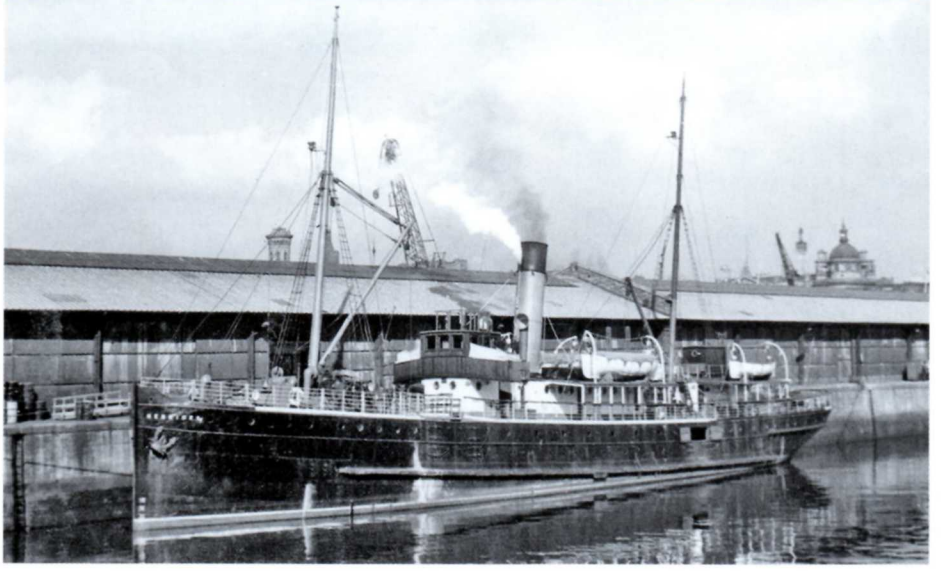
Bottom: The 785grt Saint Columba was built in 1912 by Wm. Denny & Bros. at Dumbarton as the Queen Alexandra for Turbine Steamers Ltd. She joined MacBraynes in 1936. On 23rd December 1958 she arrived at Port Glasgow to be broken up by Smith & Houston.



Above: The 603grt Lochiel was built in 1939 by Wm. Denny & Bros. at Dumbarton. In 1970 she joined Norwest Shipping and was renamed Norwest Laird and in 1974 she was sold to Courage Breweries and converted into a static restaurant in Bristol, regaining her original name in 1979. She was closed in 1994 and broken up at Bristol by M.C. Stuckey during November 1995.

Below: The 1,090grt Loch Seaforth and the 65grt Portree. The Loch Seaforth was built in 1947 by Wm. Denny & Bros. at Dumbarton. On 22nd March 1973 she was wrecked 2nm east of Tiree and was broken up at Troon by West of Scotland Shipbreaking Co. during June 1973. The Portree was built in 1965 by James Lamont & Co. at Port Glasgow. In 1987 she was sold to a Mr. Hooper of Sandbank. Her final fate is unknown.

Bottom: The 585grt Hebrides was built in 1898 by Ailsa Shipbuilding at Troon for J. McCallum & Co. She joined MacBraynes in 1948. On 1st August 1955 she arrived at Port Glasgow to be broken up by Smith & Houston



In addition, tickets could be purchased in England, Wales and Northern Ireland from a dozen companies and authorised ticket sellers. One screw steamer that was purchased in 1919 was Devonia of 326 grt and built in 1906 by Scott of Kinghorn Ltd. for English Channel service with management by Onesimus Dorey of Guernsey. She was renamed Lochiel (3) and worked the direct 'All the way to Stornoway' route and also on the Glasgow to Islay service when Clansman was required elsewhere, and also as a reserve steamer until laid up at Greenock in February 1937. She went back to English Channel service in October 1938 as Isle of Alderney for the Guernsey & Alderney Trading Co. Ltd. and after war service as a supply ship on the Clyde she served Greek and Italian owners in the Mediterranean.

The popular Stornoway steamer Sheila of 263 grt and built in 1904 was lost on 1st January 1927 when she grounded near Cuaig just south of the mouth of Loch Torridon after the Mate did not see the South Rona light while making his way south to call at Applecross on the mainland. This mistake is easy to make on the coasts of the West Highlands, but no lives were lost on this occasion.

DAVID MACBRAYNE (1928) Ltd.

David Hope MacBrayne, son of the founder, took over the reins of the company in January 1907 after the death of his father and founder of the company, both he and his brother Lawrence MacBrayne had been made partners in 1902 but Lawrence MacBrayne disposed of his interest two years later. David Hope MacBrayne successfully steered the company for over twenty years, but the lean times of the 1920s with the enforced economies proved too much, and he was forced in 1928 to sell the company to a joint bid from the London, Midland & Scottish Railway (LMS) and Coast Lines Ltd. MacBraynes had been adversely affected by the Scottish section of the LMS whose Western Isles services were subsidised by the Clyde profits. The main problem was the mail contract, which required regular sailings, even in winter, when there was insufficient passenger and allied goods to warrant the schedules. MacBraynes thus had no option but to withdraw its tender to carry the mails to the Western Isles in 1928.

The new management retained the MacBrayne name of the reconstituted David MacBrayne (1928) Ltd., but gave up the express passenger sailings and concentrated on the more sedate speed of the passenger and cargo steamers to the Western Isles and the remote inner coastal regions. The cargo only screw steamer Denbigh Coast of 411 grt and built in 1891 joined MacBraynes in May 1929 from Coast Lines and was renamed Lochdunvegan. The company regained its title of David MacBrayne Ltd. in 1936.

The new owners also invested in one steamer and five excellent motor vessels completed on the Clyde and at Ardrossan and Leith as the steamer Lochness (3) of 777 grt in July 1929, and the motorships Lochshiel of 208 grt in September 1929, Lochearn of 542 grt in July 1930, Lochmor of 542 grt in July 1930, Lochfyne of 754 grt completed in May 1931, and Lochnevis of 573 grt completed in April 1934. Three were twin screw motor vessels with Metrovick electric drive, but Lochshiel was single screw, and they were powered by either five or six cylinder diesel engines of up to 1,300 bhp to give service speeds of 14 to 16.5 knots. The steamer and the diesel engined quintet were used on the Stornoway mail service with Lochness replacing the hard worked Sheila built in 1904, with the motorships then using the longer sea route via the Mull of Kintyre to the Firth of Lorne to Oban, Mull, Skye, Loch Sunart and Loch Leven, with MacBraynes giving up completely on using the Crinan Canal. The Inner and Outer Hebrides islands of Eigg, Rhum, Muck, Canna, North Uist, South Uist, and Harris were also served by the new vessels, as well as the service to Fort William.

Lochness ran aground on New Year's Day 1930 on Goat Island when leaving Stornoway harbour for Glasgow. She sustained damage on the port side which was making water and returned immediately to Stornoway and was beached with some of the mails soaked by seawater. The remainder of the mails were transferred to a fishing vessel which proceeded to Kyle of Lochalsh for onward movement by rail. The steamer Clydesdale arrived at Stornoway to convey the delayed passengers to the mainland.

An iron hulled steamer was purchased in 1931 from the Aberdeen Steam Navigation Company after giving sixty years of service on the East Coast route between Aberdeen and London, and was renamed Lochbroom of 1,139 grt to replace the old Clansman, and she gave six more years of service to MacBryanes until broken up in July 1937 at Port Glasgow after 66 years of continuous arduous service. The size of the MacBrayne fleet in 1932 was 18 steam and motor vessels, with the elderly Lochbroom dating from 1871 being the largest ship in the fleet at 1,139 grt, and the oldest ships in the fleet were Iona built in 1864, Gondolier built in 1866, and Columba built in 1868. The Head Office of the company was now at 52 Robertson Street in Glasgow.

Two express turbine powered steamers joined MacBraynes on 3rd October 1935 after the takeover of Williamson-Buchanan Steamers Ltd. and Turbine Steamers Ltd. in association with the London, Midland & Scottish Railway. This pair were Queen Alexandra of 851 grt completed by Denny in 1912 and renamed Saint Columba by MacBraynes with power from three Parsons steam turbines, and King George V of 985 grt completed in 1926 also by Denny and powered by six Parsons steam turbines. Saint Columba was refitted before entering service and her twin red and black funnels were joined by a third funnel and a second mast, with King George V having twin funnels, and both were very impressive steamers when seen on the Clyde to Ardrishaig service or on summer excursions to Iona, with Saint Columba having her saloon extended aft. Saint Columba was converted to burn fuel oil in 1937, only the second MacBrayne steamer to do so, the first being Lochness of 1931. She served during World War II as a base for boom defence personnel in the East India Harbour at Greenock, and despite a grounding in Ettrick Bay on Bute in August 1953 she continued in service until sent for breaking up at the end of the 1958 season after 46 years of service. King George V became the last passenger steamer in service in September 1974 in the West Highlands, and she was sold in 1975 for service on the Bristol Channel as a restaurant ship until broken up at Cardiff in 1984 after almost sixty years of service.

The Campbeltown & Glasgow Steam Packet Company formed in 1826 was absorbed in 1937. Two elderly Burns & Laird Lines screw steamers were transferred to MacBraynes in January 1937 in Lochgorm ex Lairdspool of 635 grt and Lochgarry ex Lairdsrock of 1,670 grt, the former dating from 1896 and the latter from 1898. Lochgorm was used on the Glasgow to Stornoway run, but this ceased after World War II began. Lochgarry was rebuilt at Ardrossan with completely new passenger accommodation and was given a new funnel before her entry into West Highland winter service and as a summer cruise ship in the same area, taking over from Lochbroom. She was unfortunately lost by foundering off Rathlin Island on 21st January 1942 while acting as a transport between Scotland and Iceland with the loss of over twenty lives. During the 1930s, some of the passenger fleet were repainted light grey, but the outcry from the devoted MacBrayne passengers was so great that the hulls were painted black again.

A new motorship was launched on 4th April 1939 at the famous Denny yard at Dumbarton as Lochiel (4) of 603 grt for the Islay service from West Loch Tarbert with extensions to Colonsay on occasion, her twin diesel engines of 440 bhp at 400 rpm driving twin screws through reduction gearing. The Main Deck had the First Class and Third Class dining rooms and smoking rooms, while Promenade Deck above had the comfortable Lounges, Purser's office and ticket office. There was also a Shade Deck 'midships above Promenade Deck and behind the navigating bridge, and a Lower Deck with accommodation for the officers and storerooms, with the crew accommodated in the fo'c'stle.

During World War II, the starting point of all Clyde based services was Wemyss Bay as a defensive boom had been placed across 'The Narrows' between Cloch Point and Dunoon, instead of Glasgow and Greenock. The services were to Ardrishaig, Lochgoil via Loch Long, Stornoway and the West Coast ports of Oban, Tobermory, Fort William, and Inverness via the Caledonian Canal in summer, as well as the inner islands from Mallaig, Skye ports and the Outer Hebrides. A dozen MacBrayne vessels were requisitioned for war service, and thus both the Stornoway and Portree services had to be suspended. A trio of the 1930s motorships operated at times between Wemyss Bay and Ardrishaig, and all of the other steamers and motorships performed herculean passenger, mail and cargo duties to the many West Highland islands without any respite for overhaul with only minor running repairs allowed, and little crew rest and recreation. There were no mishaps to the fleet that continued in service in Scotland in wartime, with three of the fleet being elderly in Gondolier of 1866, Loch Aline of 1904, and Pioneer of 1905.

MACBRAYNES IN POST-WAR YEARS (1946-1973)

The wartime fleet and that of the early post-war years had several chartered ships to make up the numbers required while ships were away or returning from long refits after the end of their requisition. These charters included Ulster Star of 576 grt and built in 1904 from the Belfast Steamship Co. Ltd. between 1944 and 1949, and Hebrides of 585 grt and built in 1898 from the rival West Highland fleet of McCallum, Orme fleet which dated back to 1873, when the Western Isles Steam Packet Co. Ltd. was set up. Hebrides was used on a special service between Oban and Tiree due to increased wartime traffic as an aerodrome was located there. This rival fleet was controlled by David MacBrayne Ltd. from October 1947 and was absorbed on 1st January 1948. Four vessels were taken over, with Hebrides sailing until she arrived on 1st August 1955 at Port Glasgow for breaking up, Dunara Castle of 457 grt and built in 1875 but withdrawn from service in June 1948 and sent for breaking up at Port Glasgow, Challenger of 151 grt and built in 1897 but withdrawn in November 1948 and broken up, and the small wooden launch Glassard built in 1918 and used as the Colonsay ferry until she foundered in April 1949.

Three vessels were chartered from J. & A. Gardner & Co. Ltd. of Glasgow, and Islander was chartered to act as a tender to the MacBrayne vessel at Loch Scavaig, and another vessel was chartered from a Helmsdale shipowner. The small passenger vessel Robina of 306 grt had been built in 1914 by the Ardrossan Dockyard for

Above: The 683grt Loch Carron was built in 1951 by Ardrossan Dockyard. In 1977 she was sold to Kopsi Shipping of Cyprus and renamed Giorgis K and in 1979 she joined Venus Shipping of Honduras as Eleni. A further sale in 1986 saw her move to West Forum SA, also of Honduras, as Santa Maria and in 1987 they renamed her Ranada. In 1992 she was sold to Fontana Shipping of Honduras and renamed Rauda B and in January 2012 she was deleted from the register.

Below: The 1,021grt Claymore arriving at Oban in September 1969. She was built in 1955 by Wm. Denny & Bros. at Dumbarton. In 1976 she was sold to A. & G. Kyrtatas of Pireaus and renamed City of Hydra. In 1978 she was lengthened by 11.6 metres. In 1991 she joined Dilos Maritime without changing her name. On 24th November 2000 she foundered in Eleusis Bay after being laid up there for 7 years. *(Nigel Lawrence)*

Bottom: The 2,104grt Columba, seen leaving Oban, was built in 1964 by Hall Russell at Aberdeen. In 1989 she was sold to Leisure Marine Holdings and convertetd into the luxury cruise ship Hebridean Princess. She is now operated by Hebridean Cruises and is sometimes used as the Royal Yacht. *(Nigel Lawrence)*

Morecambe Bay service and was acquired by Coast Lines in January 1946 for excursions from Falmouth but instead was chartered by MacBrayne in 1946/47 for local excursions from Oban, the West Loch Tarbert to Islay route, and for the Gourock to Lochgoilhead service. She was then chartered by Coast Lines in 1948 to the subsidiary Island Shipping Co. Ltd. but collided with and sank Herm Coast on 5th June 1949 while on a voyage from Guernsey to Sark. She was then sold to the Red Funnel Fleet of Southampton in August 1949 for service to the Isle of Wight until sold in August 1952 for breaking up at Rotterdam

In 1947, the private railway companies were nationalised, and the Clyde fleets of the LMSR and the LNER were amalgamated, and thus the half share in MacBraynes owned by the LMSR came under State control of the British Transport Commission. Several important vessels were either purchased or built for MacBraynes in the early post-war years in the new motor vessel Loch Seaforth of 1,126 grt launched on 19th May 1946 by Mrs. H. T. Leith and completed at the Denny yard on 19th May 1947, Lochbroom of 413 grt and formerly Empire Maysong of 1945, the Canadian built Loch Frisa of 519 grt, the Swedish built Lochdunvegan of 562 grt, Loch Carron of 683 grt completed in 1950 by the Ardrossan Dockyard, and the twin screw motor vessel Claymore of 1,024 grt completed in June 1955 by the Denny yard for the islands routes from Oban.

The 1950s saw MacBraynes win annual State subsidies (£360,000 in 1952) for their passenger, cargo and mail services of their twenty strong fleet sailing from Glasgow to Oban, Fort William, Inverness and the many islands of the Western Inner and Outer Hebrides. The centenary of the company was celebrated on 10th February 1951 with eighteen vessels of the fleet in harbour and at sea dressed overall with bunting, and the Chairman and four directors of the company attended evening celebrations. Lochshiel of 208 grt built in 1929 was sold on 4th January 1952 after all cargo services to small mainland ports north of the Kyle of Lochalsh were dispensed with in August 1951. The twenty vessels of the fleet in the late 1950s all had names beginning with 'Loch' except for the iconic twin funnelled King George V steamer of 985 grt dating from 1926 and Claymore of 1955. Their loading berth on the Clyde was Kingston Dock at Glasgow.

The former wooden inshore minesweeper Loch Arkaig of 230 grt and completed in 1942 was purchased towards the end of 1959 and entered service on 14th April 1960 on the Portree to Raasay, Kyle of Lochalsh and Mallaig run, transferring in 1964 to the Mallaig to Eigg, Muck, Rhum and Canna island service. However, what was concerning the minds of the MacBrayne directors at this time was the growing tide of

private car ownership with the attendant wish by the travelling public to take their car with them to the Western Isles.

Three iconic early car carriers were then ordered by the company for the routes from Uig (Skye) to Lochmaddy (North Uist) and Tarbert (Harris), Mallaig to Armadale on Skye, and Oban to Craignure on Mull and Lochaline on the Morvern peninsula. The trio were built by the Hall, Russell yard at Aberdeen and named Hebrides (2) on completion in April 1964, Clansman (4) in June 1964, and Columba (2) in July 1964. They were of 1,420 grt and were chartered from the ownership of the Secretary of State for Scotland and were powered by twin eight cylinder Crossley diesel engines to give a service speed of 14.5 knots, and they were equipped with a bow thruster for harbour work. However, these were not ro-ro ships as the fifty cars were crane lifted on to a vertical lift to take them down to the garage with turntables for manoeuvring the cars. Their passenger capacity was 400 in winter and 600 in summer with sleeping berths provided for 51 passengers.

Loch Seaforth had taken up her run from Mallaig to Stornoway in December 1947 with superior accommodation for 500 First Class and Third Class passengers, with her Third Class lounge being much superior to that of First Class passengers on earlier vessels on the 'All the Way to Stornoway' route. She ran aground on 22nd October 1971 near Broadford on Skye and her 26 passengers were rescued by lifeboat and taken to Kyle of Lochalsh for onward journey by train to Inverness. She was then withdrawn from the Stornoway route and transferred to the Inner Isles mail and passenger service from Oban to Coll, Tiree, Castlebay on Barra and Lochboisdale on South Uist route in place of the younger Claymore of 1955.

Unfortunately, with the General Manager and Chairman of MacBraynes onboard, she ran aground on Clief Rock in the Sound of Gunna between Coll and Tiree on 22nd March 1973, and after refloating had to be towed to Gott Bay on Tiree. She had onboard eight passengers and 33 crew, who were rescued by fishing boats and a lifeboat and taken to the Scarinish Hotel in the village of Scarinish on Tiree. Capt. Gunn of Loch Seaforth blamed the absence of lights and the many treacherous rocks below the surface for the grounding. The vessel was badly holed and sank alongside Scarinish Pier and after refloating she was taken to Troon for breaking up. Shortly after this loss, Ullapool became the mainland port for Stornoway and was initially served by the motor vessel Iona of 1970 and the converted motor vessel Claymore of 1955. It should be noted that the tall Skerryvore Lighthouse a dozen miles south west of Tiree marks the limit that shipping should keep off the Inner Hebrides islands on their voyages up and down the main channel. It was built between 1838 and 1846 by Alan Stevenson and at 156 feet in height is the tallest lighthouse in Scotland.

The 1,192grt Iona was built in 1970 by Ailsa Shipbuilding at Troon. In 1998 she joined Andrew Banks's newly set up Pentland Ferries as Pentalina B. In 2000 she joined Cabo Verde Maritime Inc. without changing her name and on 5th June 2014 she ran aground and was wrecked on the coast of Móia-Móia, Cape Verde.

On 1st January 1969, the railway companies half share in MacBraynes was transferred to the Scottish Transport Group (STG), which had been formed to also own the bus and road haulage operations in Scotland, and in June 1969 STG also purchased the MacBraynes half share of Coast Lines. During 1969, 60,000 cars and 4,250 lorries were carried by MacBraynes, a five fold increase from five years earlier. A bow, side and stern loading ferry was completed by the Ailsa Shipbuilding yard at Troon in 1970 as Iona (7) of 1,138 grt and could carry 587 passengers and fifty cars or ten trucks, and was powered by English Electric Paxman diesel engines. This gave a MacBrayne fleet of fourteen vessels on 1st January 1973, the day that MacBraynes and the Caledonian Steam Packet Co. Ltd. were merged together as Caledonian MacBrayne Ltd. (Calmac). These ships were:-

Bruernish of 64 grt ordered for completion in 1973 carrying 50 passengers and 6 cars
Clansman of 1,707 grt built in 1964 as a crane lift car ferry and given ship surgery to increase capacity
Claymore of 1,024 grt built in 1955 carrying 500 passengers
Columba of 1,420 grt built in 1964 as a crane lift car ferry
Coll of 64 grt ordered for completion in 1973 carrying 50 passengers and 6 cars
Hebrides of 1,420 grt built in 1964 as a crane lift car ferry
Iona of 1,138 grt built in 1970 as a ro-ro ferry carrying 587 passengers and 50 cars
King George V of 985 grt built in 1926 carrying 1,432 excursion passengers
Loch Arkaig of 179 grt built in 1942 carrying 234 passengers in summer
Loch Carron of 638 grt built in 1951 as a cargo ship of 700 dwt
Lochnell of 31 grt built in 1941
Loch Toscaig of 49 grt built in 1946
Morvern of 64 grt ordered for completion in 1973 carrying 50 passengers and 6 cars
Rhum of 64 grt ordered for completion in 1973 carrying 50 passengers and 6 cars

The Head Office of Caledonian MacBrayne Ltd. (Calmac) was at The Pier at Gourock, and the Branch Offices were at Armadale, Fort William, Inverness, Kyle of Lochalsh, Lochboisdale, Lochmaddy, Mallaig, Oban, Port Askaig, Port Ellen, Stornoway, Tarbert (Harris), Tarbert (Loch Fyne), Tobermory on Mull and Uig on Skye.

POSTSCRIPT

MacBrayne passengers taking a passage down the Clyde 'All the Way to Stornoway', who had just returned from a long warm water cruise on Royal Mail Lines or P. & O. may have been forgiven for describing MacBrayne vessels as 'very small'. Small they were indeed, but they carried out their arduous services in sometimes atrocious weather with only a few losses to maritime causes. All MacBrayne passengers took delight in the beautiful scenery of the West Highlands, away from the bustle of life in the big cities, with glorious sunsets over empty golden beaches. There was also a profusion of rare wildlife, and very long daylight summer days in which to enjoy it. The Hebrides are described in their own Gaelic language as 'Tir nan og' or 'Land of the Ever Young'. I know from my own travels to Barra, Skye and on the Lower Clyde with MacBrayne that they give the traveller access to some very special places indeed.

NEXT MONTH - THE CALEDONIAN STEAM PACKET COMPANY (1889-1973) and CALMAC (1973-2021)

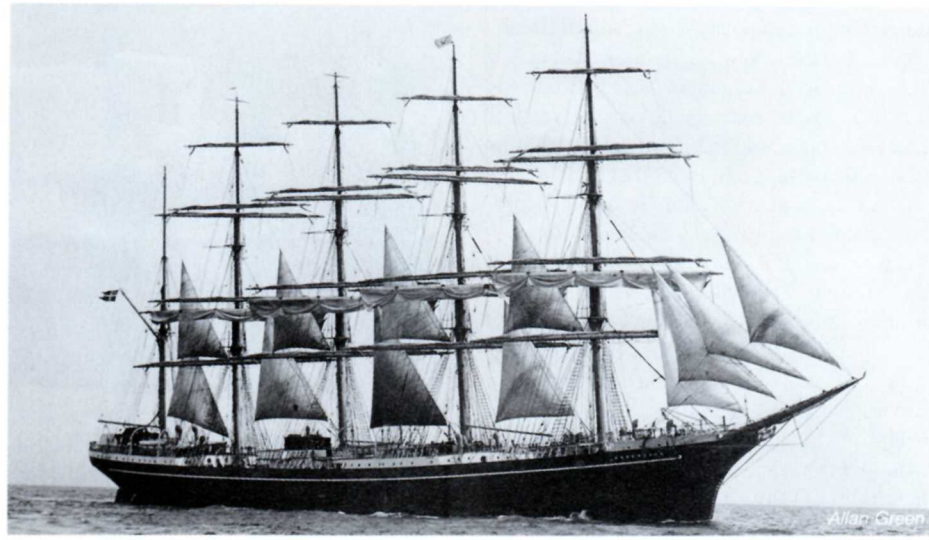
THE MYSTERY OF THE KØBENHAVN

In 1911 the Danish East Asiatic Company commissioned the building in Leith of what was to become the largest 5 masted sailing vessel in the world. But that was to be a false start, for long before completion, the outbreak of World War One interfered, the hull was requisitioned by the Admiralty and towed off to Gibraltar to be used as a rather large fuelling scow. But undeterred, H. N. Andersen, the founder and majority owner of E.A.C. decreed that at the end of hostilities, his project should be re-born, and the same yard of Ramage and Ferguson finally completed and delivered a fine 5 masted barque to her owners in 1921.

For such a forward looking shipping company who together with Burmeister Wain pioneered the use of Diesel engines, who boasted a growing fleet of modern and technologically advanced cargo and passenger vessels, the owning and operating of a very large sailing vessel might seem strange. However at that time the Danish Maritime authorities decreed that in order for a cadet to become a qualified officer of the deck he must have completed a significant period of training onboard sailing vessels as well as steam or motor powered vessels. In that context it therefore made sense for E.A.C. to have their very own sailing vessel, and, whilst training the young officers of the future, have a ship capable of making a profit by way of cargo carryings.

King Christian X reviews the crew and the ship.

The København was just such a vessel, and despite many considering her a relic of the past, she was equipped with every available technology to allow her to compete with the age of the steam and motor ship. She was fitted with a small 600 HP 4 stroke diesel engine suitable for manoeuvring in port and delivering up to 6 knots in speed. She was also fitted with motorised cargo winches and winches for the rapid and less labour intensive movement of halyards, spars and braces whilst underway. Electric lighting and heating was provided throughout the vessel, and she carried a modern wireless set with a qualified radio operator for communications. Of relevance to her story is the fact that she was reported as having the highest mounted radio antenna of any ship in the world, and in 1926 it was reported that her radio transmitter had succeeded in transmitting messages over a range of 1,600 miles. She was also fitted with ballast tank arrangements amidships, which should have assisted the ship in making a safe and fast passage even when 'flying light' without cargo.



Known internationally as 'The Big Dane' she entered service in 1921 with a sail area of 56,000 square feet and a gross tonnage of 3,965, and was on her 10th international voyage when she departed from Northern Jutland on the 21st September 1928. With an experienced crew and 45 cadets under the command of Captain Hans Andersen, she proceeded outbound through the North Sea, and south westward from the North to the South Atlantic, arriving at her first port of call at Buenos Aires on the 17th November. She discharged a cargo of bagged cement and chalk, and had hoped to secure an onward cargo for Australia, from where she had been pencilled in for a return European trip with a cargo of wheat. Despite an extended port stay at Buenos Aires, no onward cargo for Australia was secured, and the København departed in ballast for South Australia on the 14th December 1928.

On the 22nd of December, whilst on passage, the København's radio officer was in contact with the Norwegian steamer William Blumer by way of a routine radio exchange in which neither ship indicated any problems onboard. However this final radio transmission marked the unfolding of a maritime mystery and tragedy which to this day remains unsolved.

The København was due to arrive in Australian waters around mid-February. However given the vagaries of the Southern Ocean's weather patterns and that the København was a sailing ship, serious concerns for her safety were not raised until mid-March of 1929. It was initially thought that the lack of any radio reports or sightings by other vessels was merely due to the immensity of the area of the Southern Ocean, the small number of ships thought to be following a similar course, and the possibility of poor radio transmission conditions or faulty equipment. It was therefore not until April of that year when E.A.C. with assistance from the Admiralty at Cape Town began to organise a wide ranging search for the missing vessel and her crew. First to join the search was the Blue Funnel Line's Deucalion, which left Cape Town on 10th April, with an additional navigating officer, two radio officers and a more highly powered radio transceiver. She was tasked with searching along the København's probable track, and to survey the Islands of Crozet, Amsterdam, St. Paul's and Kerguelen for possible survivors or the København herself, perhaps lying damaged by severe weather. The Deucalion reached Fremantle on 9th May 1929 with nothing to report, meanwhile many other ships proceeding through the areas considered search-worthy were tasked with keeping a sharp lookout, and where possible, diverting to any nearby islands for a possible sighting.

The search for the missing ship developed further when E.A.C. dispatched their modern motor tanker Mexico in early June 1929 to do a more thorough search along the projected sailing route of the København, especially across the Southern Ocean. She followed a wide 'zig zagging' route, underway only in daytime so that nothing might be missed, and despite best efforts, nothing was sighted.

The final major search was carried out by the Adelaide Steam Ship Company's Junee, which fared no better, and the East Asiatic Company was left with one remaining clue as to what might have happened to their famous sailing ship.

A report had been received from the steamer Helesius which had called at Tristan da Cunha stating that the islanders had observed a large sailing vessel passing the island on 21st January 1929, apparently in some distress, with a broken foremast and somewhat low in the water. The description of the vessel fitted the profile of the København, and so the tanker Mexico proceeded to the area, and completed a thorough search of nearby Gough Island in conjunction with other vessels such as the Lars Risdael from Cape Town. Yet again, nothing was found. However, a puzzle remained, in that the Islanders of Tristan da Cunha were convinced that what they had seen was the København. Their spokesman, who was the Island's pastor, Philip Lindsay, was especially convinced and remained so for years after the ships disappearance, but he failed to convince the E.A.C. and the Admiralty, who believed he had mistaken the Ponape, a Swedish barque in the area at that time, for the København.

The loss of the København was finally accepted by the insurance world as 1929 drew to a close, but it was to be a bitter pill for the families of all the missing cadets to accept, who as late as 1935 were reportedly initiating a further search south of the Cape of Good Hope using a Norwegian yacht. As the years rolled by, periodic reports came in regarding possible sightings of the missing ship and items of flotsam being found which might have come from the København. A name board found on a West Australian beach, a message in a bottle found on a remote South Atlantic Island purportedly from one of the cadets, the remains of a lifeboat and it's crew washed up on the Skeleton Coast of Africa, but none could be verified when investigations took place. The sole verifiable evidence of her fate had come from the Islanders of Tristan da Cunha, and perhaps puzzlingly that evidence had been discounted completely by E.A.C. and the Danish Authorities.

Over ninety years later the puzzle remains, and countless maritime experts have given their opinion as to the most likely cause of the loss of the København. Many but not all were agreed that the vessel was likely to have been overwhelmed rapidly. As she traversed the southern latitudes, she would have been encountering increasingly challenging conditions, including fog, ice, heavy seas and very strong winds. København was in ballast and to an extent 'flying light', thus running before a heavy following sea and storm force winds would have required total concentration and much brute force to keep her safely on track. It is true to say that some of the astoundingly fast passages made by the large sailing ships of the day relied heavily on making the best use of those conditions, but it also true to say that on frequent occasions, such ships might lose control, 'broach to' and suffer catastrophic damage to masts and rigging or be rolled over and instantly lost forever. An

The bow and figurehead of the København.

ice floe struck head on at night and at speed could also result in a rapid sinking. Another theory was that she may have suffered a serious engine-room and fuel fire which spread rapidly through the accommodation. The København had in fact already suffered just such an event in the English Channel on a previous voyage. A final and telling circumstance was the inability to detect any distress calls from the København, or indeed any radio traffic from her after that final exchange with the William Blumer on 22nd December 1928. One is therefore led towards a conclusion that any sightings of her in 1929 and later (the Tristan da Cunha sighting for instance), would probably have meant that the ship had been abandoned, but had however unlikely, somehow survived nonetheless.

At the present time, we can in honesty say that just as in the case of the Titanic, it is not impossible that the mystery may yet be solved, especially given the advances in submersible craft for exploration purposes. The problem remains where to look?

Meantime, the loss and search for the remains of Malaysian Airlines MH370, presumably and mysteriously thought to have come down in the South Indian Ocean off the south west tip of Australia on March 8th 2014 has demonstrated just what is possible. In some ways an even greater mystery than the loss of the København, the loss of so many passengers in such strange circumstances prompted an Ocean search the like of which had never before been attempted. An area of thousands of square miles was targeted for a 'sea bed' survey using the most up to date sonar imaging equipment and submersible vehicles, and whilst this search failed to find the remains of MH370, it did identify the wreck of a large sailing vessel lying some distance north of what could have been the København's intended track in approaching Australian waters. The initial images when seen onboard the searching vessel seemed to show what could have been the fuselage of a large aircraft lying on the sea bed, however with the deployment of the ship's submersible, photographs and video confirmed that the wreckage was of a sailing ship. Hopes were briefly raised that this could indeed be the remains of the København, but closer examination revealed that this ship had been carrying a cargo of coal, and therefore could not have been the København.

Searches and theories over the years have brought nothing to light more concrete than the sighting of København in distress off the south coast of Tristan da Cunha, and recently some diving activity off Cave Point has found evidence of the wreck of a large ship lying at least partially inside the island reef. This causes one to more closely examine the statements of Mr. Phillip Lindsay as reported frequently in newspapers around the world in the years following the loss. He maintained that the ship he saw sailed slowly and erratically past the settlement, and seemed to head close inshore towards Cave Point before becoming lost from sight was indeed the København. Weather conditions precluded any search for some weeks, but he reported that some flotsam was sighted and retrieved, none of which could be said to be clearly identified as having come from the København. It was many weeks before the Islanders became aware that a ship had gone missing possibly in their vicinity, and connected this with what they saw on the 21st January 1929.

In 2014, two island divers working off Cave Point verified that what they had seen on a previous dive was indeed the remains of a large ship, and took photographs of a large anchor, a winch and some other items which could indeed have belonged to the København. Those associated with this dive, and also a Danish radio broadcasting team which had recently produced a radio programme on the mystery of the København felt that there was enough evidence to justify a proper underwater examination of the wreck to identify if it is indeed the remains of København. Two obstacles in the path of such an expedition remain to be overcome.

The first is to allow for the vagaries of the South Atlantic sea and weather conditions, since extended diving can only take place in the short summer months of the Southern Atlantic. The second is the very high cost of mounting such an expedition, since Tristan da Cunha has no airport and has no reliable 'all weather' anchorages or harbour. At present there is simply no funding available to support such an expedition with no guarantee of success. The East Asiatic Company which could be presumed to have the greatest legacy of moral responsibility has long since ceased to be a player in the business of ship-owning, having first morphed into the Santa Fe Group, and the remains of that now being a financial services group operating under the name of E.A.C. Invest.

There was never any cargo to be salvaged, no remaining insurance or statutory interest in the solving of the mystery, and so it perhaps remains to the descendants of those who were lost and have an interest in learning the fate of their forebears to take matters further, to liaise with the Islanders of Tristan da Cunha and perhaps finally bring closure and an end to the story of the København.

PHOTO OF THE MONTH

A familiar line-up of tankers at Fawley on 4th August 2018. From left to right are the 125,827dwt shuttle tanker Vinland, the 39,999dwt British Cirrus and the 7,668dwt Aziz Torlak.
The Vinland of A/S Uglands Rederi was built in 2000 by Samsung at Koje. On 15th July 2020 she arrived at Aliaga to be broken up. The British Cirrus of BP Shipping Ltd. was built in 2017 by Hyundai Mipo at Ulsan. In 2020 she joined Maersk Line and was renamed Maersk Cirrus. The Aziz Torlak of Torlak Gemi Isletmecilik Sanayi ve Ticaret Ltd. of Istanbul, was built in 2010 by the Torlak Shipyard at Tuzla, Turkey. She is in their present fleet.

Photo: Dave Smith (photo-transport.com)

ITISH CIRRUS
DOUGLAS
AZİZ TORLAK
MAJURO

FEATURE BY GEOFF WALKER

THE LAST 'SAMBOAT' UNDER THE RED ENSIGN

I had not long completed my apprenticeship with Bank Line and I had not yet turned 20 years of age, so I did a trip as uncertified 3rd Mate with a Hong Kong shipping concern, but trading around Asia was not conducive to saving money or devoting time for study, especially being a young man. Hence, I required to top-up my finances so that I could consider going to college somewhere in the UK. Being a permanent Hong Kong resident attending college in the UK for a few months would prove quite expensive for me.

My time of arrival in the UK was unfortunate because the Seaman's Strike was in progress so jobs were not that plentiful. Nevertheless I went to the London Shipping Pool and was offered a short three month voyage as 3rd Mate. Little did I know what I was letting myself in for!

The ship was supposed to do a single voyage to Argentina for a cargo of bulk grain then back to the UK. She was owned by a company called Headlams whose headquarters were in Whitby. A short three month trip suited me well and fitted with my future plans, however things were not to be.

I was provided with a ferry ticket to Rotterdam where I was supposed to locate and join a ship called the Sandsend. Having arrived in Holland, with no Agent to meet me, I jumped into a taxi and headed off in search of the ship. The Pool officials in London had informed me that that they had not much information about the ship, so I had no notion of what to look for, but after an hour touring the docks and having almost exhausted my Dutch Guilders, I was no closer, and on the verge of telling the taxi driver to take me back to the Ferry Terminal. Suddenly, the stern of a rust bucket appeared from behind a dockside warehouse. I could just make out a faded "END" and below "BY" painted on her stern. I had found the elusive ship, Sandsend, Port of Registry, Whitby. She was a "Sam Boat" and the only clean thing about her was her Red Ensign fluttering in the breeze.

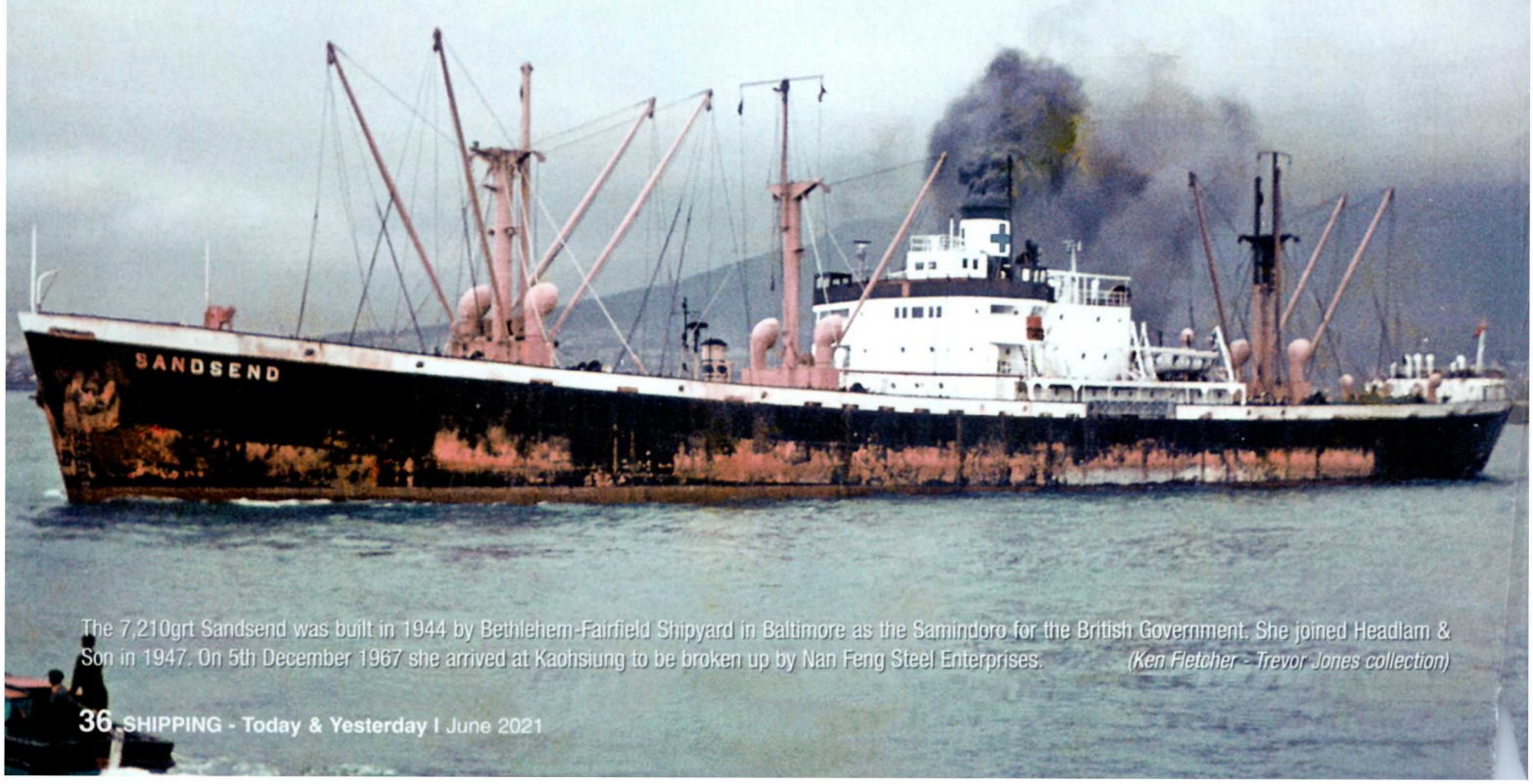
As my taxi drew alongside the gangway my heart sank and I immediately knew I had been sold a 'pup'. The ship was of old WWII vintage, dirty and very rundown in appearance compared to the type of ships I had been used to sailing on previously. There was little I could do about it so I paid off the taxi, collected my gear and strode up the gangway. By this time it was about 9pm and try as I may, I could not locate anyone onboard. Eventually, I found an empty Pilot's cabin with an unlocked door so decided to park myself there for the night. With no bedding and cold conditions my first night aboard is best forgotten!

Early next morning, I woke with the sun and set about finding the Master or Chief Mate. I started at the top and knocked on the Master's cabin door. The Master appeared, half asleep, a big man and dressed in his pyjamas. He seemed not to be expecting me but was not the least bothered when I explained I had joined the previous evening and was unable to find anyone onboard. I later discovered he had been Master of the ship since her building in 1944 as Samindoro.

From the outset the ship was a disaster. The accommodation was of typical WWII standard, bare steel bulkheads and deck heads, all in need of a good soogieing and paint. My cabin was like a box, quite large but empty except for a small bunk, desk and chair. There was also a locker but the hinges needed replacing so the doors could close properly. The only redeeming feature was the cabin had a large porthole. I stood in the middle of the room, my heart somewhere down by my feet and feeling like a 'Shag on a Rock'. I was very depressed to say the least, and hungry to boot.

There was no wash basin, or toilet facilities in the cabin. The Deck Officer's ablutions were a communal affair just down the passageway from my cabin. The toilets were in a row with half height swinging doors rather like a saloon of the old west days. One looked under the door to find a cubicle with no feet in view. There were a few wash basins with cracked mirrors and two Showers, both of which produced little if any water pressure. The pale blue paint scheme added to the triggering and onset of a bad headache.

I signed the ship's articles, which incidentally I was very hesitant to do right up until the last moment. This was mainly due to them being of the 'Two Year' variety, contrary



The 7,210grt Sandsend was built in 1944 by Bethlehem-Fairfield Shipyard in Baltimore as the Samindoro for the British Government. She joined Headlam & Son in 1947. On 5th December 1967 she arrived at Kaohsiung to be broken up by Nan Feng Steel Enterprises. *(Ken Fletcher - Trevor Jones collection)*

to me having been guaranteed only a three month trip. However, because of the Captain's sincere assurances of a single voyage to the River Plate, and because of the prevailing Seaman's Strike in the UK, I reluctantly agreed to sign.

The Master had been quick to get the sign on completed, probably in case I changed my mind, and assured me what a solid ship the Sandsend was and that he had been Master of her for the past 22 years (from which you can estimate his age) and that the Owners were a very fine traditional shipping company. I was later to learn that not only was he a big man in stature but also a man of great integrity with a big heart, as well as being a very fine seaman.

My first stop was the dining saloon. After much questioning by the Chief Steward as to whom I was, I eventually got something to eat. The eggs floated in oil and the bacon was one of lean and two of fat variety, not the least appetizing. I gave it a miss and stayed with the toast and marmalade. This was another good start and an indication of things to come, I pondered to myself.

The Mate turned up for breakfast, reeking of last night's alcohol and still exhaling strong fumes over everybody. He was from somewhere in Scotland and in his late fifties. The 2nd Mate was a nice guy from London, seventy two years of age, an ex King Line man so he said.

Our Chief Engineer wore glasses with lenses like the bottom of beer bottles and was well into his seventies. The second and third engineers were Geordies and in mid forties, seemingly quite decent types. I was instantly on my guard with the 4th Engineer, also a Geordie, but right out of the Royal Navy. He gave the impression of being very self opinionated and what he didn't know wasn't worth knowing anyway. He sported longish sideburns and a quaffed hair style, rather spivvy in my personal opinion. The 'Sparks' was Irish and of late middle age, he spoke with a strong Irish accent making him hard to understand.

The entire deck and engine crew were of West Africa origin, but all residents of Cardiff. Since in the past I had always sailed with Asian crew this was a completely new learning curve for me.

The crew were very argumentative, often over the most minor of issues, as I discovered during the course of the voyage. They always appeared to do everything unwillingly and as if doing a favor. They appeared an unhappy lot and on the verge of conflict, although no such events ever took place. Nevertheless, I was always on my guard, especially during my night watches and never really felt comfortable when they were around.

I was informed by the Captain our first leg of the voyage would be to Safi, in Morocco, to load a cargo of Phosphate for Cape Town. This would be via a bunkering stop at Las Palmas in the Canary Islands. I therefore immediately knew it would be very unlikely that the voyage would be of three months duration, despite various assurances I had received. It was becoming clear that I had been "Shanghaied".

The Sandsend *(FotoFlite)*

We departed Rotterdam and headed off down the English Channel. The weather was rough. My first sea watch was an education. The ship's original wheelhouse was next to the Master's cabin but was not used. Instead it was designated as a laundry for the Master with clothes lines strung everywhere and storage for a large collection of junk that the Master had amassed during his many years of tenure on board. Such items as reels of fencing wire, bundles of tomato plant bamboo stakes and the like. The magnetic compass and radar had been removed as had the steering pedestal and Engine Telegraph.

Instead, a timber 'Chicken Coop' had been constructed on the Monkey Island at some previous time, by the ship's carpenter. I was told by the 2nd Mate the Master had supervised the construction. The 'shed' was quite rough and every time the ship rolled, so the structure moved about 6 inches port and starboard. The windows were ill fitting and frequently, they would drop out and make a loud clatter. The deckhead leaked like a sieve during rain showers. The 2nd Mate went on to say that the windows were taken from derelict WWII Italian lorries, reportedly the Master having procured them years earlier when transitting or anchored in the Suez Canal or the like.

The ship had been requisitioned by the MOT, during the 1956 Suez Canal crisis. She reportedly did play some sort of an active role in the emergency.

The Radar had been connected professionally as had the manual steering arrangement, ship's telegraph and magnetic compass. There was no gyro or automatic steering of any description. Steering was therefore continuously by hand. There were no intercom or phone connections with the Master's cabin, only to the engine room. In the event it was necessary to call the Master one used a small cowl ventilator, situated outside of the 'Chicken Coop' wheelhouse, and yelled in a loud voice.

The 'Chicken Coop' was a nightmare, as it was so cramped it only allowed for a small folding chart table, but also because it was so hot. Being a steamship the funnel was immediately behind the structure causing much heat to be generated. Also, if our illustrious engineers failed to inform the bridge when about to blow tubes, thus allowing time for the duty Mate to take the ship out of wind, one would instantly be choked by the smoke and soot which penetrated everywhere. There was no room to swing a cat, when a duty mate and helmsman were on watch together. It was reported in earlier days, there had been cabs on each wing of the Monkey Island deck but these had been partially removed by the time I joined the vessel.

Loading a full cargo of Phosphate at Safi was uneventful but dusty, and was completed in a few days. We then headed off southwards towards Las Palmas for bunkers. By the time we reached the latitudes of Las Palmas the weather had become very tranquil and pleasant. Although my disappointment in the vessel remained, a routine was established, the best average speed the ship achieved for a day's run was 9.8 knots during the passage to the Canary Islands.

The night after following our departure from Las Palmas, I was woken by the quartermaster about 6.30am asking that I quickly go to the bridge. The dawn was just breaking. I arrived out of breath to find a large Russian ship crossing our bows from port to starboard. Our unsupervised helmsman had started to turn our ship to port, entirely the wrong thing to do. I still had enough sea room to counter this and alter course to starboard to go full circle and pass the stern of the renegade crossing vessel. It was a close encounter because had the Russian ship obeyed the Anti-Collision Regulations by correctly deciding to make a late alteration of course to starboard in order to give way to us. A very serious situation could have arisen.

I asked the helmsman as to the whereabouts of the Chief Mate and was informed he had left the bridge about 15 minutes after

A stern view of the Sandsend showing her port of registration as Whitby.

having taken over the watch from the 2nd Mate and never returned. I went looking for him, fearing he may have met with some sort of accident. Upon entering his cabin through an alcoholic haze I found him somewhat intoxicated, so I let him be and returned to the bridge to stand the remaining hours of his watch.

I discussed the problem privately with the 2nd Mate and we reached the decision that we should report the matter to the Master since it involved ship's safety. As it turned out we did not need to because about 9am the Master went to visit the Mate about something and found him in his cabin in exactly the same state as when I had last seen him. The Mate more or less drifted in and out of an intoxicated condition until we arrived in Cape Town.

The Master requested I accompany him to search the Mate's cabin for hidden booze, but it was fruitless as there was no additional alcohol to be found. A couple of months later we were informed by one of the quarter masters, that whilst in Las Palmas the Mate had purchased a significant amount of duty free 'Dry Sack Sherry', which he had given the crew for safe keeping and which could be supplied to him as he requested. He did attempt to shower, shave and sort himself out for our arrival at Cape Town, but unfortunately for him he tripped over a deck Ring Bolt in the vicinity of number 2 hatch, causing him to fall and badly injure his face. He was significantly concussed and out of action again for more than a week.

Upon completing discharge of the Phosphate in South Africa, we thoroughly washed down our cargo holds before departure in preparation for our next destination, which we discovered was to be the River Plate, to load a cargo of bulk grain in Argentine ports for Europe. For my part I hoped 'Europe' would mean the UK. However, first we were required to cross the South Atlantic during the late southern winter, light ship, which was a daunting prospect.

The old Sandsend laboured continuously throughout the entire endurance of the passage. We encountered rough weather most of the way coupled with force constant force 5-6 westerly winds. The best the old lady could average was about 7-8 knots for the most part. Despite maximum seawater ballast the ship remained like cork on the sea and therefore was susceptible to making quite significant leeway, requiring constant remedial course adjustments.

Our Ocean route took us well South, passing the remote and volcanic Island of Tristan Da Cunha, by some 60 miles distant. Also, the continuous overcast weather made taking sights very challenging. Our passage across the South Atlantic Ocean of some 4,000 nautical miles spanned some 23 days. Our landfall off Isla de la Lobos in the estuary of the Rio de la Plata was one made in dense fog, and an occasion not to be forgotten. The restricted visibility dictated our speed and progress was slow, although our Master knew these waters very well. We were almost deafened by the continuous fog signals from our steam whistle located on the funnel so close to our 'Chicken Coop'. The radar was of a very primitive variety, way before ARPA, so I was occupied with the radar plotting.

Nevertheless, we were almost run down by an errant Panamanian tanker steaming at full speed. It was only because of the Master stopping our engines in good time, that we narrowly avoided disaster. The rogue tanker crossed our bows from port to starboard at high speed, and at close quarters. This implanted firmly in my brain, for the remainder of my seagoing years, the absolute importance of observing the anti-collision regulations, especially those applicable to navigating in poor visibility.

Following a three week passage across the South Atlantic and prior to our arrival time in the River Plate, our Chief Mate once again lapsed into occasional alcoholic indiscretions. This was despite receiving a serious dressing down from our Captain. Under the guidance of the Master the 2nd Mate and I loaded the ship to grain capacity, firstly at Buenos Aires then upstream at Rosario. Our passage to and from Rosario had been a real eye opener for me, especially as to the unreliability of some of the River Pilots. I was warned of this tendency by the Master, from whom I learned much during these times.

Once loaded, the time arrived to depart from Argentina. My heart sank again when I learned our orders were to proceed in the direction of the Straits of Gibraltar for orders. Our destination could yet be the UK for discharge, so I could sign off, but if the UK was intended, why not stipulate Lands End for orders?

We had been experiencing problems with our magnetic compass when crossing the South Atlantic, not helped by the fact that the taking of 'Azimuths' was very restricted due to the heavily overcast conditions we experienced most of the way, so before departing the coast, the Master swung the ship and drew up a completely new Deviation Card. He had obviously conducted this exercise many times beforehand, because he completed the task so quickly and expertly.

Contrary to our passage across the South Atlantic from South Africa, we experienced very good sailing conditions from the River Plate as we slowly progressed northward towards the Canary Islands and Las Palmas, were we would once again replenish bunkers. Our Chief Mate had been warned off any repetition of his previous recklessness, otherwise he faced the risk of being replaced.

We were only about 4 or 5 days steaming from the Gibraltar Straits, when the Master received a cable instructing that the ship proceed to Civitavecchia then Livorno, in Italy, for a two port discharge. I was overcome with disappointment since my worst fears had materialized. Despite my personal grievances our stay in Italy was like a holiday with beautiful sunny days and surrounded by charming people, good food and wine. Unfortunately I met with an accident whilst working on deck which necessitated me being hospitalised for a while to undergo surgery on my knee. During my absence the good ship Sandsend sailed without me, working various cargoes in the direction of the Far East.

In retrospect, I can say although the Sandsend had long since seen better days and at the time of my departure from her, she only had a very short time remaining before meeting her demise at Taiwanese ship breakers, I found her Master to be a superb seaman and a man of very high character and integrity. I also had no complaint about the owners whom I concluded were very decent employers.

Looking back through the mists of nostalgia, I now consider the voyage to be one worth remembering, and perhaps in retrospect, like most things when one is young, was not as bad as it appeared at the time.

80 YEARS AGO

Significant British Merchant Ships lost in June 1941

Date	Name	Built	GRT	Owners	Position	Lives lost
1	Alfred Jones	1930	4,022	Elder Dempster Lines	Torpedoed (U-107) off W. Africa	2
1	Scottish Monarch	1938	4,719	Monarch SS Co.	Torpedoed (U-105) off W. Africa	1
2	Beaumanoir	1920	2,477	Ministry of War Transport	Bombed and sunk off Ravenscar	
2	Prince Rupert City	1929	4,749	Sir Wm. Reardon Smith	Bombed and sunk in the Atlantic	4
3	Inversuir	1938	9,456	Bank Line	Torpedoed (U-75) in the Atlantic	
3	Royal Fusilier	1924	2,187	London & Edinburgh Sg. Co.	Bombed off Amble and sank in the Firth of Forth	1
3	Zealandic	1928	8,281	Shaw, Savill & Albion	Torpedoed (U-106) S of Iceland	73
4	Queensbury	1931	3,911	Houlder Bros.	Bombed and sunk in the Atlantic	11
4	Trecarrell	1919	5,271	Hain SS Co.	Torpedoed (U-101) E of Cape Race	4
5	Wellfield	1924	5,637	Hunting & Son	Torpedoed (U-48) SE of Cape Farewell	7
6	Baron Lovat	1926	3,395	H. Hogarth & Sons	Torpedoed (Italian sub. Guglielmo Marconi) SW of Cape St. Vincent	
6	Glen Head	1909	2,011	Ulster SS Co.	Bombed and sunk SW of Cape St. Vincent	23
6	Sacramento Valley	1924	4,573	Sir Wm. Reardon Smith	Torpedoed (U-106) W of Cape Verde Islands	3
6	Tregarthen	1936	5,201	Hain SS Co.	Torpedoed (U-48) 900nm E of Cape Race	45
8	Adda	1922	7,816	Elder Dempster Lines	Torpedoed (U-107) 82nm WSW of Freetown	12
8	Baron Nairn	1925	3,164	H. Hogarth & Sons	Torpedoed (U-108) off Cape Race	1
8	Elmdene	1939	4,853	Dene Shipping	Torpedoed (U-103) 200nm WSW of Freetown	
8	Hopton	1919	202	W. Bensley	Mined off Iceland	1
8	Kingston Hill	1940	7,628	Counties Ship Management	Torpedoed (U-38) SW of Cape Verde Islands	14
9	Dagmar II	1922	844	Ministry of War Transport	Bombed and sunk off Dorset	3
9	Diana	1911	942	Ministry of War Transport	Bombed and sunk in the Atlantic	1
9	Phidias	1913	5,623	Lamport & Holt Line	Torpedoed (U-46) in the N. Atlantic	8
9	Trevarrack	1919	5,270	Hain SS Co.	Torpedoed (U-101) SW of Cape Clear	45
10	Ainderby	1925	4,860	Sir R. Ropner & Co.	Torpedoed (U-522) 130nm NW of Bloody Foreland	12
10	Royal Scot	1930	1,444	London & Edinburgh Sg. Co.	Mined in mouth of Humber	10
11	Baron Carnegie	1925	3,178	H. Hogarth & Sons	Torpedoed in air attack 15nm W of St. David's Head	25
11	Moorwood	1940	2,056	France, Fenwick & Co.	Torpedoed in air attack 7nm NW of Whitby	
12	Chinese Prince	1926	8,593	Rio Cape Line	Torpedoed (U-522) S of Rockall	45
12	Empire Dew	1941	7,005	Ministry of War Transport	Torpedoed (U-48) in mid-Atlantic	23
12	Silverpalm	1929	6,373	Silver Line	Torpedoed (U-371) in the Atlantic	68
12	Susan Maersk	1923	2,335	Ministry of War Transport	Torpedoed (U-553) 370nm NNE of The Azores	24
13	Djurdjura	1922	3,460	Ministry of War Transport	Torpedoed (Italian sub. Benedetto Brin) in the Atlantic	33
13	Kingstown	1910	628	Wm. M. Barkley & Son	Bombed and sunk 8nm NW of South Bishops Light, Bristol Channel	
13	St. Patrick	1930	1,922	Fishguard & Rosslare Railway	Bombed and sunk in Irish Sea	30
13	Tresillian	1925	4,743	Hain SS Co.	Torpedoed (U-77) SE of Cape Race	
14	St. Lindsay	1921	5,370	South American Saint Line	Torpedoed (U-751) SW of Iceland	43
17	Cathrine	1919	2,727	Ministry of War Transport	Torpedoed (U-43) 250nm SW of Cape Clear	24
17	Tottenham	1940	4,762	Watts, Watts & Co.	Sunk by German raider Atlantis off Brazil	
18	Norfolk	1918	10,948	Federal SN Co.	Torpedoed (U-522) 150nm NW of Malin Head	1
19	Empire Warrior	1921	1,306	Ministry of War Transport	Bombed and sunk off Portugal	
20	Ilse	1929	2,844	Duffryn SS Co.	Mined in Tees Bay	2
21	Gasfire	1936	2,972	Gas, Light & Coke Co.	Mined off Lowestoft	
21	Kenneth Hawksfield	1924	1,546	Ministry of War Transport	Mined off Aldeburgh	1
22	Balzac	1920	5,372	Lamport & Holt Line	Sunk by German raider Atlantis 400nm E of Maceio, Brazil	3
23	Hull Trader	1917	717	Free Trade Wharf Co.	Mined off Cromer	11
23	Trelissick	1919	5,265	Hain SS Co.	Bombed and sunk off Sheringham	2
24	Brockley Hill	1919	5,297	Counties Ship Management	Torpedoed (U-651) SW of Iceland	
24	Kinross	1935	4,956	Gdynia-America Line	Torpedoed (U-203) off Greenland	
25	Dashwood	1924	2,154	France, Fenwick & Co.	Bombed and sunk in the North Sea	
27	Empire Ability	1931	7,603	Ministry of War Transport	Torpedoed (U-69) 1,100nm W of Freetown	2
27	Malaya II	1921	8,654	United Baltic Corporation	Torpedoed (U-564) in the N Atlantic	43
27	River Lugar	1937	5,432	P. & A. Campbell	Torpedoed (U-69) 1,100nm W of Freetown	38
28	Auris	1935	8,030	Anglo-Saxon Petroleum	Torpedoed (Italian sub. Leonardo da Vinci) 200nm W of Rabat	34
28	Barrhill	1912	4,972	T. Dunlop & Sons	Bombed and sunk off Great Yarmouth	1
29	Cushendall	1904	646	Brook Shipping Co.	Bombed and sunk in the North Sea	2
29	Grayburn	1938	6,342	Wallem & Co.	Torpedoed (U-651) S of Iceland	35
29	Rio Azul	1921	4,088	Thompson SS Co.	Torpedoed (U-123) in the Atlantic	33
30	Saint Anselm	1919	5,614	Gilmour, Rankin & Co.	Torpedoed (U-66) 400nm SW of Madeira	

FISHING TRIPS AND MERCHANT SHIPS

The Camarina

I returned to Hull and my new home in Cromer Street. Friends and family had donated several bits of furniture and other household items and, although second hand, every thing worked and the house was comfortable giving us a good start until we could get ourselves together. My brother-in-law Jack helped me to do some decorating and all seemed well. My new wife and I even went to the dog's home and got a cute little champagne coloured kitten that eventually grew into a mean and lean killing machine of a ginger tomcat that ruled the neighbourhood, but it was still cute when it was a kitten. Roaring fire, cat on the mat, the image of domesticity.

I was home for just over five weeks before joining my next ship. Bear in mind that the total time we had actually spent together, when I had not been away at sea, which included our meeting, courting and getting married, was about thirteen weeks in just over a year. How well did we know each other? It didn't seem to matter as we were both taken by the novelty of the learning experience and every night was still Saturday night for a silly sailor. My wife had made it clear though that she did not want me to do another long voyage.

This made it difficult for me as being a Pool man I could only turn down three job offers so I kept a low profile while watching the jobs board in the Pool office. This accounts for my extended leave but eventually I had to make a choice. The next best thing other than a ferry or a home trade vessel would be one on a six months running agreement which meant that you could give your notice in when you liked prior to docking in any UK port. I was running out of choices when I noticed a six month running agreement job on ship called the mv Camarina. I had never heard of this ship but thought it worth a try as least I would be able to get off it if I didn't like it. On top of that running agreement ships were often on regular runs which would again be an advantage. The Camarina however turned out more to be a middle water tramp ship trading anywhere between the Baltic and the Mediterranean, but I still liked it.

The ship was a new ship of only 1,473.23 gross tons (852.82 net) so she was much smaller than what I had been used to. The ship was described as being fully automated with the engines being bridge controlled, with hydraulic hatches and cranes on deck. Being automated meant that she carried only a small crew of twelve, which included the captain, chief officer, second officer, cook, steward, two engineers, motorman, boatswain and three ABs. The captain's name was William Urquhart according to my discharge book who turned out to be a good captain although he did like a drink and was a bit accident prone. It was a good job then that we had a very efficient and pleasant chief officer to keep things running. I always felt that the atmosphere on a ship was determined

The 1,473grt Camarina was built in 1969 by G. & H. Bodewes at Martenshoek. In 1981 she was sold to Ikarian Star Shipping of Cyprus and renamed Nikolaos M. II. In 1990 she moved to Genimar Maritime as Evdokia II. On 7th March 1991 she sank after a collision with the 1,934grt Philippos of Stamata Marine in Chioggia Roads, south of Venice while on a voyage from Bourgas to Chioggia with a cargo of steel coils. *(FotoFlite)*

by the attitude of the captain and the chief mate and I discovered that this was a very happy ship. The idea behind automation was to reduce labour, as was the case on this ship, but what became apparent was that this certainly didn't reduce the work load of those left to sail the ship, so team work and pulling your weight was absolutely essential hence the need to maintain good working relationships.

The ship was owned by the Hadley Shipping Company, and showed the company's colours on the funnel, but it was actually managed by Houlder Brothers. The mate was a Houlder Brothers man and the company had been involved in the design of the ship from the off and it showed. Our accommodation was very comfortable with single cabins fitted out with wood lined bunk beds and wardrobes that I had only seen in officers' cabins on other ships. Between the cabins were showers and toilets for our convenience. The mess room had a hot water geyser that kept itself topped up and boiling, and there was a international television for our entertainment should we need it. The food was excellent with no expense spared and in addition everybody had the same bed linen and bedding. This, to me, was luxury at sea. The rest of my deck crew mates were a good bunch. There was a young AB just a bit older than me from Swansea called, yep, you guessed it, Taffy, but I also used to get called Yorky so it was just the thing in those days, then there was Jock who in fact lived in Leicester, and the gruff voiced boatswain with a scraggly beard and the tendency to hit the booze hard with his mates Jock and the motorman.

My memory is a bit vague on the actual ports that we would visit on the Camarina but it would be six weeks before we returned to the UK. Our first port I believe was Copenhagen before going through the Kiel Canal to Ventspils and Riga. My first indication that Captain Urquhart was accident prone was on our return through the Kiel Canal. I was on the wheel when we entered the lock pit prior to entering the Elbe and it was dense fog.

The Captain said to the German pilot that he wished to anchor on leaving the canal until the fog lifted but the pilot said there wasn't a safe anchorage in the vicinity and the ship would have to move further down river to anchor. This lead to a an argument between the two with the captain ending it by saying, "I'm the captain, I'll anchor where I want!" I didn't hear anymore as Taffy relieved me. I was supposed to go directly on deck but felt that I deserved a warm up first so went to the mess room for a quick mouthful of coffee. I could tell by the engines that the ship was now leaving the lock pit to head out into the river. Then the engines stopped and as I lifted my mug to my lips I heard the rattle of the anchor cable followed by an

John B. Hill collection

almighty bang as the ship lurched to starboard and the coffee flew out of my mug with me following it.

I ran up on deck to see the bow of a ship backing off away from our stern. The captain had come down off the bridge as we watched the ship disappear into the fog leaving, thankfully well above the waterline, a dent and a small hole in our stern. The next thing we heard were cries from down below so the captain and I made our way down the steep ladder to find that the cries were coming from the galley. Where the ship had hit us and caused the hole was in the pantry just off the galley and lying on the deck of the galley moaning was the cook being attended to by the steward. "Save yourselves. Leave me, I'm an old man", he was saying with some drama.

After we had reassured the cook that we were not sinking and were not now in danger things calmed down a bit but the cook did have a serious back injury which meant that he had to be put ashore and a replacement sent out to our next port. The cook on a ship is an important job in terms of being a key in keeping everyone happy and during my time at sea, on trawlers as well as the Merchant Navy, I witnessed two main types: those that rushed around everywhere in a last minute panic with grubby checks and dripping sweat into the soup, and those that always seemed to have immaculate checks and tee shirts, never seemed rushed and always had time to lean on the galley door for a chat. Needless to say the latter type always produced the best food and the replacement for our injured chef, who would have just been in the former stereotype, was firmly in the latter category and the food got even better. "Every cloud..." don't they say.

The second incident that made me feel I was almost in an episode of "The Navy Lark" was when we had been to Rochefort in France. I was up on the bridge to escort the French pilot down to the pilot ladder when I overheard him say to the captain that the only thing he had to avoid now was a lightship which he pointed out some distance away. We dropped the pilot and the captain put the ship on automatic pilot and took charge. The lightship was the only visible thing ahead of us in the whole of the Bay of Biscay, it would have been much harder to hit this small target than to miss it but hit it we did only this time there was no damage.

Rochefort was a nice little inland port incidentally, approached by navigating up a winding river. We were there for a few days and the boatswain and his drinking partners soon familiarised themselves with a local hostelry. I had taken to carrying a few acrylic paints and a painting pad with me to pass the time when I was not reading and the boatswain asked me if I would "knock him up" a picture of the ship to give to the landlord of the bar before we left. I hadn't tried "ship portraiture" before but I had a go and the boatswain was happy with my efforts and took it to the landlord who, apparently, was delighted. Also some of the local patrons were interested in where the boatswain had got the picture from and asked if I had any more. I didn't have any more ship pictures but I did have a few paintings that I had done in my pad so the boatswain said to bring them to the bar that night. I was a bit shocked when the locals liked them and asked me how much they were. I hadn't a clue so just said a figure that covered my material costs and a little extra and they bought the lot. With the money I ventured into Rochefort the next day, found an art shop, and used it to buy more materials.

The Camarina carried mainly general cargo but she had also been built to transport bulk loads although this had not been requested until we were told to prepare the holds for carrying bulk grain. This meant constructing shifting boards in the holds. The shifting boards had been supplied when the ship was built but needed assembling which was complicated by the fact that no-one could find the plans for fitting them together.

In addition to this the boatswain and Jock, with their mate the motorman, were on a bender and were in no fit state to help so the work had to be carried out by Taffy, the mate and me. I've said before that the mate was a terrific bloke from Houlder Brothers and the three of us worked together as a small team to work out how the stanchions and boards fitted together. We were working against time as well so we just carried on. It was exhausting but we got there in the end and the mate was delighted with our efforts.

The next day, when he was sober, the boatswain was called to the captain's cabin to receive a good rollicking for his inebriated lapse. Taffy and I were sitting in my cabin having a yarn when the chastised and sheepish looking boatswain appeared in the doorway with a bottle of rum saying that the captain had given it to him to give to the lads who had done all the work. Nice one. Of course we shared our bottle with Jock and boatswain because, as I have said before, this was a very happy ship.

Other ports that we visited on the Camarina were Santander in northern Spain, Oporto and Lisbon in Portugal, and Malaga in southern Spain. In Santander the boatswain and the motorman convinced the officers that they could repair the hole in the stern. The ship was equipped with welding and burning gear that could be fed from the gas canisters in the engine room to anywhere on the ship. The master plan was to weld a plate across the top of the dent and hole and then braze the plate and hammer it to the shape of the dent and then weld all around it. I said I didn't think it would work but nevertheless Taffy and myself were told to rig a stage over the stern and then pass the gear over when they needed it. The boatswain and the motorman climbed over the stern and onto the stage but before they could start they needed to chip away the paint where the first weld was to be and measure the plate. For these two this meant stopping every twenty minutes or so for a drink so by the time they had got to the point when the welding gear was needed they were both a bit merry. They started the weld with the boatswain holding the plate in place while the motorman did the welding and soon they were engrossed. Bang! One of the pipes flew off the welding gun, the motorman dropped it and it set fire to the boatswain's trousers. While they were beating out the flames they forgot about the welding gun which by then had set the stage ropes on fire. The boatswain was shouting for us to do something but Taffy and I were just creased up laughing. Eventually, it would have only lasted seconds, the dynamic duo put out the flames and fuming, in every sense, climbed up on deck. They did try again but it was a waste of time and it needed a professional dockyard job.

Malaga was our last port before heading home to the UK with our destination port being Manchester. We knew that we would be arriving about Christmas and some of us gave our notice in. The mate said he was also leaving to go back on the Houlder Brothers meat boats running to Argentina and told Taffy and me that if we wanted a job with him we would be welcome, a nice touch but I had made the decision to try life shore side. When we were a few days from Manchester the mate said to me, "Good News, Bob, we will be arriving at the Manchester Ship canal about six in the evening of Christmas Eve." I immediately told him that that wasn't much good as it could take six or seven hours through the canal and we would be too late to catch our trains home so would be stuck on Manchester over Christmas. He replied that he hadn't thought of that but to leave it him but in the meantime find out where people were hoping to travel. I returned to the bridge with the destinations. Sometime later I was called back to the bridge and the mate said, "Right Bob, we have arranged for a shipping master to board at the second set of locks on the canal to pay off those of you who are leaving, at the next locks there will be a taxi waiting to take you all to the station, Taffy's train for Swansea leaves at 9.10, Jock's to Leicester at 9.20 and your train to Hull leaves at 9.35." I asked him who was going to do the mooring when the ship docked in Manchester and he said not to worry as whoever was left would muck in. What a ship! I think this was the best ship I was ever on.

As we headed north on the final leg of our homeward journey we hit a severe gale. I was on watch with the second mate when I noticed that the fore mast navigation light was out. I pointed this out but we were shipping heavy seas and the second mate considered it too rough for me to go forward to replace the bulb. About twenty minutes later the main mast light went out. "We can't have both navigation lights out Bob," said the second mate handing me a bulb, "do you mind seeing if you can put a new bulb in the main mast light?" I wasn't too keen to be honest as it really was blowing a gale but it had to be done. The second mate left me on the wing of the bridge looking up while he made his way back to the shelter of the wheelhouse. "Where are you going?" I asked, "at least you could stand by and watch so that you can accurately log my death if I fall."

It was cold and wet as I climbed the mast to reach the lamp and I had to wrap my legs around the cross trees as I undid the wing nut in the lamp housing to be able to change the bulb. Looking down I could see the second mate on the bridge wing looking up but more disturbing was the amplified roll of the ship at this altitude. First I was looking down at the boiling sea on the starboard side while clinging on for dear life, then up and over and I was looking at the boiling sea on the port side and even more clinging on for dear life. I changed the bulb as quickly as I could and made my way down which seemed more difficult than going up as each wave seemed to be trying to shake me off the mast.

It was a relief to get down safely and it was not an experience that I would like to repeat.

Finally we reached the Manchester Ship canal a little later than expected due to the weather we had experienced but the mate's plans worked just as well. The captain came down to shake our hands as we left the ship in the designated lockpits and said that it had been a pleasure to have us onboard and he would take us back anytime, again a nice touch. I caught my train on time and I arrived home in Hull just before midnight on Christmas Eve.

Merry Christmas.

This is an extract from Bob Addey's book,

"Changing Course: Fishing Trips, Merchant Ships and New Directions"

published by Riverhead, Hull.
Also available from Amazon

Don't Miss An Issue!

SUBSCRIBE

Each issue brings you up-to-date news, topical features and in-depth historical articles, illustrated with photos, many of which are exclusive to the magazine.

Get the PRINTED edition delivered direct to your door.

OR

Go to our website: www.tandymedia.com
Or phone: +44 (0)20 3745 3367
Or return the form below (or a copy) to:
Shipping T&Y, Tandy Media, PO Box 302, Bexhill-on-Sea, TN40 9HN, UK

Read the DIGITAL edition on your device.

The digital edition can be read on all devices and provides access to digital copies available during the duration of your subscription (started April 2020 issue). The annual cost for access to our digital version is £32 wherever you are in the world.

TO TAKE OUT A DIGITAL SUBSCRIPTION GO TO: https://www.tandymedia.com

You Can Also Follow Us On Social Media

@ShippingMag **@ShippingMag** **@magshipping**

PRINT SUBSCRIPTION FORM

NOT For Use With Digital Subscriptions

Start my print subscription to Shipping T&Y with the next available issue, or ..... issue.

Please note we can backdate a subscription to start 3 months prior to the current issue (subject to stock).

SUBSCRIPTION RATES

PRINT	UK		Europe		Rest of World	
6 issues	£26.00	☐	£35.00	☐	£37.50	☐
12 issues	£51.50	☐	£70.00	☐	£75.00	☐

PAYMENT METHODS

☐ **Cheque/Postal Order** made payable to **Tandy Media Ltd** *(in £ Sterling please)*

☐ **Credit/Debit Card** American Express/Mastercard/Visa

Card No: _____

Expiry Date: _____ Security No*: _____

**Last 3 digits on the back of your card or 4 digits on front for AmEX*

Name as on Card: _____

SEND THE MAGAZINES TO

Name: _____

Address: _____

_____

_____

Postcode: _____

Country: _____

Tel: _____

***Email:** _____

Please provide the billing address if this is different from above.

PRIVACY: Please note we won't share your data for marketing with anyone else and will only contact you in regards to administering your account. If you agree for us to contact you in regards to our own products and services please tick all the methods of contact you are happy for us to use: ☐ Email ☐ Post ☐ Phone ☐ SMS

THROUGH THE EYES OF THE ARTIST

THE RENAISSANCE OF THE GREEKS: Part Four, Hellenic Mediterranean Lines

In last month's edition we saw how the Chandris family had used the opportunities available in the post-war years to cater for the massive demand from the displaced and impoverished people of the E. Mediterranean to start a new life in Australia and other countries. The Hellenic Mediterranean Lines were formed by another group of Greeks who after the war also saw the potential of this trade. Although their initiative was not to result in the world-wide fame of Chandris Lines, their eclectic group of ships was to become familiar to a generation of backpackers in particular on routes such as the Brindisi-Patras service across the Aegean. Moreover their use of the artist Attillio Storace to illustrate their vessels has left us an excellent legacy of postcards showcasing their attractive lines. He signed himself "A. Stor" and was probably Italian but little more is known about this artist who had a very distinctive style.

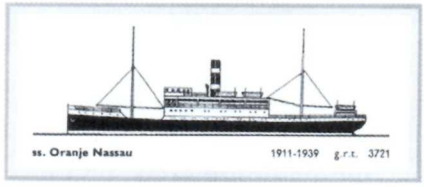
THE BEGINNINGS

Although hailing from the island of Cephalonia, in the Ionian Sea off Greece's West coast, in 1901 Antonios and Alexandros Yannoulatos, like so many Greek shipowners, took advantage of the Greek diaspora under Ottoman control to establish a steam shipping company in Constantinople. Their fledgling company operated ships linking Black Sea ports with Constantinople (Istanbul), Thessaloniki, Volos, Piraeus and other Adriatic ports. The brothers transferred to Piraeus in 1905 became known as the Ionian Steam Shipping Co., under the leadership of Panayis Yannoulatos, son of Antonios. In 1929 most of the major steamship lines in the region merged to form the Steamship Co. of Greece, also known from its Greek initials as AKTEL. Together with Athanassios Menouelides, Panayis managed 38 ships, approximately 90% of the coastal fleet and an exemplary service was provided up until 1940. In March 1939 some of the shareholders of AKTEL decided to form a new company to develop international services, which it was hoped would prove more profitable than the domestic ones. Seven ships were assigned to the new Hellenic Mediterranean Lines, but the timing of the venture was to prove unfortunate. In 1939 Greece was under threat from Italy, and the Greek Prime Minister, Ionnis Metaxes, requisitioned all Greek ships to help repel them. In this they succeeded, but in 1941 the Germans overran the country and in the next few years all the HML ships were sunk except for the **Corinthia**.

S/S "BERNICIA."
T-T S Co.
TYNE-TEES STEAM SHIPPING COMPANY, LIMITED.
EXPRESS STEAMERS TO AND FROM NEWCASTLE AND LONDON, ANTWERP, GHENT, ROTTERDAM, HAMBURG, &c.
ALSO TO AND FROM MIDDLESBRO', STOCKTON, HARTLEPOOL, SUNDERLAND AND LONDON.

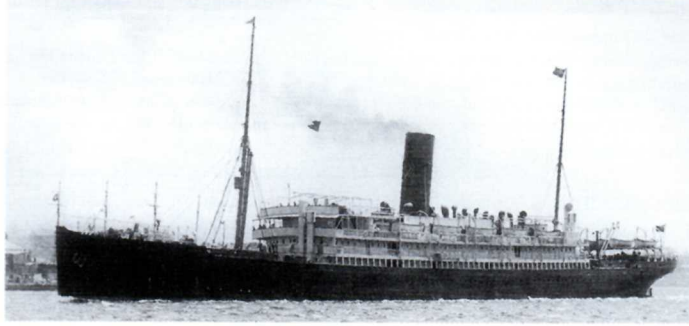
*The 1,936 grt Tyne-Tees steamship **Bernicia** (above), built by Hawthorn Leslie at Hebburn in 1923, became the first **Ionia** of Hellenic Coast Lines in 1934. In 1939 she was one of the seven ships of the newly formed Hellenic Mediterranean Lines. However she was wrecked in 1944 near Skiathos.*

*The 3,721 grt **Corinthia** had been built in 1911 by the De Schelde yard at Flushing for the Kon. West-Indische Maildienst, Amsterdam, as the **Oranje Nassau**. She is seen right, in a classic A. Stor painting, after she joined HML in 1939, the first ship acquired by the new Greek company and the only one of the new HML fleet of seven ships to survive the war. Her original rather different profile as the **Oranje Nassau** is shown below, courtesy of Talbot Booth's Merchant Ships.*

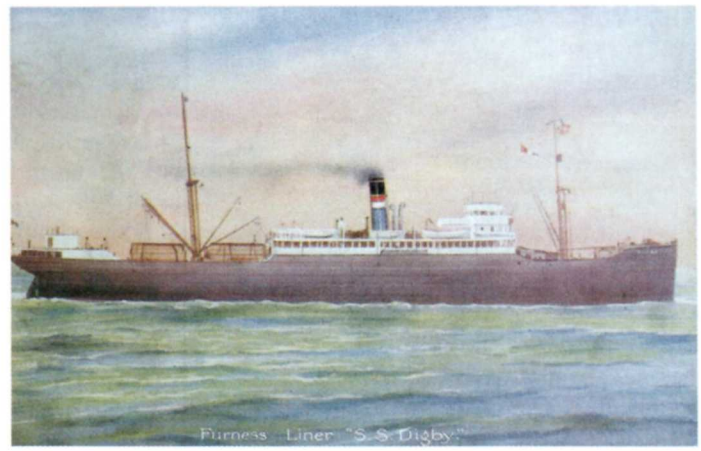


POST-WAR RECOVERY

Despite this setback HML were quick to pick up on the same opportunities that had manifested themselves to the Chandris brothers, namely the Australian emigrant trade, and while the **Corinthia** continued to be used on the Mediterranean services a new ship was bought to cater for the emigrant trade. In 1947 the **Maunagui**, a ship which had been used by the Union S.S. Co. of New Zealand on Trans-Pacific and Trans-Tasman services and for cruising, became the Panamanian registered **Cyrenia**, initially sailing on the Marseilles-Genoa-Near East route, managed by HML. She joined HML in 1949, hoisted the Greek flag and was soon revisiting familiar waters on the Piraeus-Fremantle-Melbourne route.



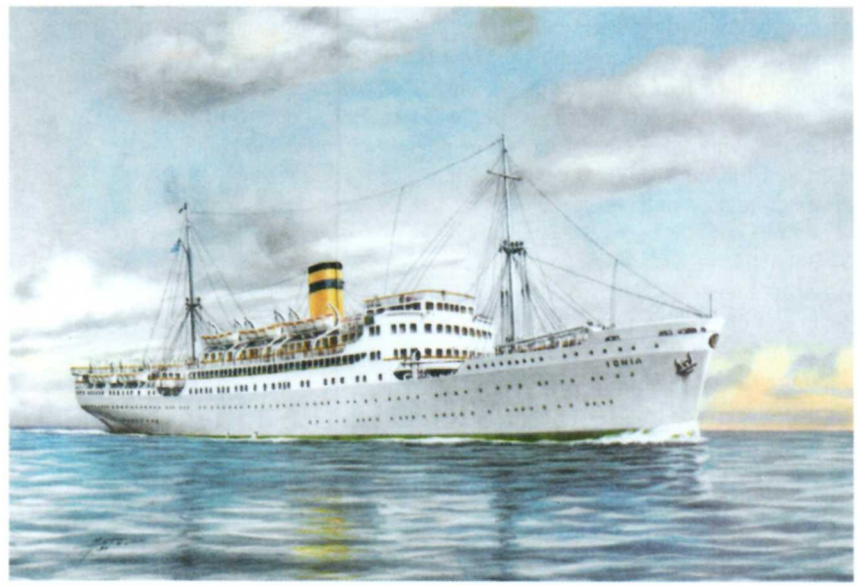
*The beautiful lines of the 7,527 grt **Maunganui** (above left) were typical of Fairfield-built liners of her time. She was delivered in 1911 for the New Zealand Union S.S. Co. and was described as one of the most outstanding ships they owned. She is seen (above right) as **Cyrenia** in a delightful painting by A. Storace.*



She was joined in 1947 by another British-built vessel, whose name reprised the **Ionia** lost in the war. The new **Ionia** did not have quite the same pedigree as the Fairfields-built **Maunganui**, but she was still quite a good looking ship. She had been completed in 1913 as the **Digby** for Furness, Withy & Co. at a shipyard owned by the same group, Irvine's Shipbuilding and Drydocking Co. at West Hartlepool. Although of only 3,966 grt she had been used to revive the company's Trans-Atlantic service to Halifax and St John's, NF carrying 58 First class and 32 Second class passengers.

The illustrations of the 3,966 grt **Digby** (above) both by unknown artists, show what a difference a point of view makes. The bow-on painting above makes the little ship seem rather grand, while in the side-on portrait she is less impressive. The **Digby** was built for the Furness Warren service to Canada from Liverpool, but in 1925 the arrival of the larger **Newfoundland** and **Nova Scotia** displaced her and she was refitted with a smaller funnel as the **Dominica** for the New York to the West Indies service.

In 1936 the **Digby** had been sold to the United Baltic Corporation so when HML bought her in 1947 she was operating under the name of **Baltrover**. She was given a refit on the Clyde before entering on HML's Mediterranean routes as the **Ionia**, seen right in another A. Storace painting. She gave 18 years' service before being sold in 1965 after which she capsized and sank at Jakarta later that year.

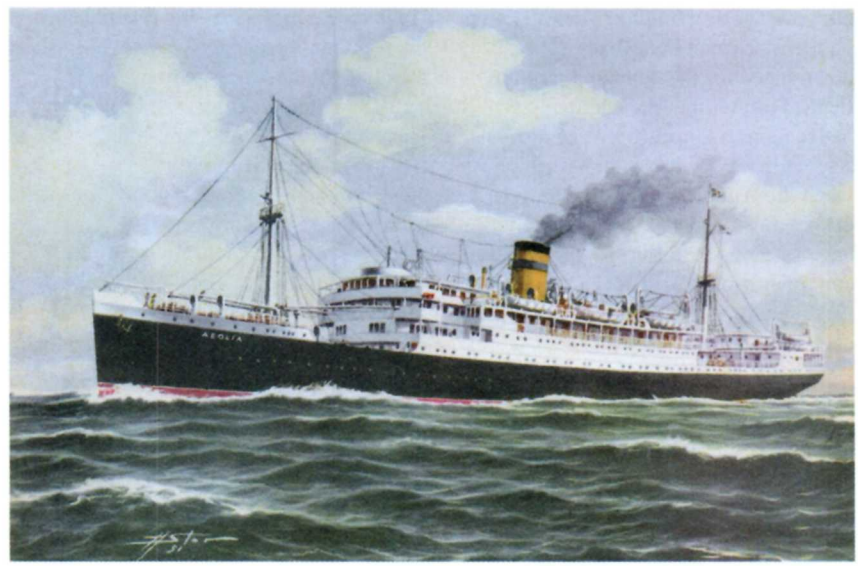


THE EXPANSION CONTINUES

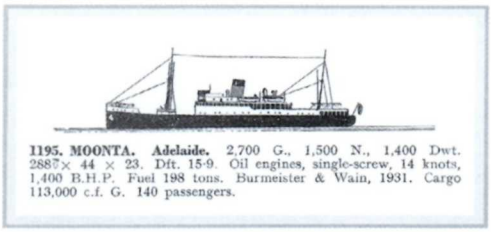
Business must have been good for the new company because in 1950 they bought another ship with an interesting history, the 4,285 grt **Stuyvesant**, which, like the **Oranje Nassau**, had been built at Amsterdam in 1918 for the Koninklijke West-Indische Maildienst.

As can be seen from the advertising card (above), the **Stuyvesant** was one of three passenger cargo ships placed on the Amsterdam-West India mail service just after the First World War. She was renamed **Aeolia** and initially ran on the Mediterranean services under the Panamanian flag subsidiary until joining the parent company in 1955 and flying the Greek flag until her sale to the breakers in 1960.

Once again A. Storace does justice to an attractive looking vessel, the **Aeolia** (right), although it appears that as usual her funnel has been somewhat modified from her Dutch years.

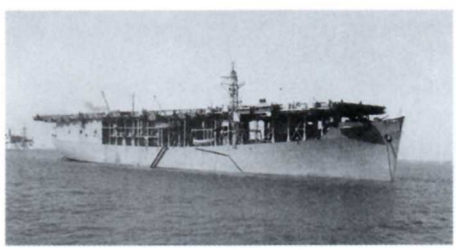


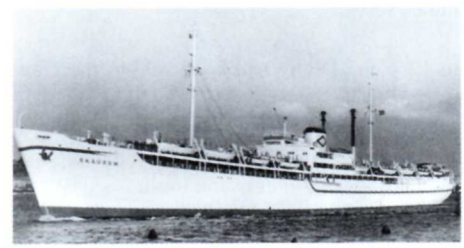
THE LYDIA


1195. MOONTA. Adelaide. 2,700 G., 1,500 N., 1,400 Dwt. 288'× 44 × 23. Dft. 15·9. Oil engines, single-screw, 14 knots, 1,400 B.H.P. Fuel 198 tons. Burmeister & Wain, 1931. Cargo 113,000 c.f. G. 140 passengers.

The next ship to join the fleet, in 1955, was to prove to be the longest lasting of all, but for a strange reason. This time HML found a ship on the other side of the world to boost the Mediterranean services, just as the Greek Line had with the **Canberra** and the **Katoomba**. This time it was the 2,700 grt motorship **Moonta** (left, from Talbot-Booth's Merchant Ships), completed by Burmeister & Wain at Copenhagen for the Adelaide S.S. Co. in 1931. She was renamed **Lydia**, as seen (right), again by A. Storace. A few issues ago we looked at the fine old ships of the Australian coastal liner services and before that the beautiful vessels owned by New Zealand's Union S.S. Co. In both these fleets there were several ships whose attractive lines had caused many to mourn their passing, and in some cases try to form preservation groups to keep them in existence. All failed, but ironically it is one of the most unsung of these ships that has actually survived until the present day, though a long way from Australian waters. The old **Moonta**, under her HML name of **Lydia**, lies high and dry on land at Le Barcares, France, near Perpignan, as seen (right). I have often wondered how this seemingly improbable feat was achieved but a video online shows the remarkable sequence of events. The ship, flying the French flag, was towed into a channel excavated in the sand. This was then dammed off and levees built around the ship so that water could be pumped in and the ship raised to the level of the surrounding sand and floated onto a shelf in the lagoon. This was then drained, the banks removed to reveal the extraordinary sight we see today.

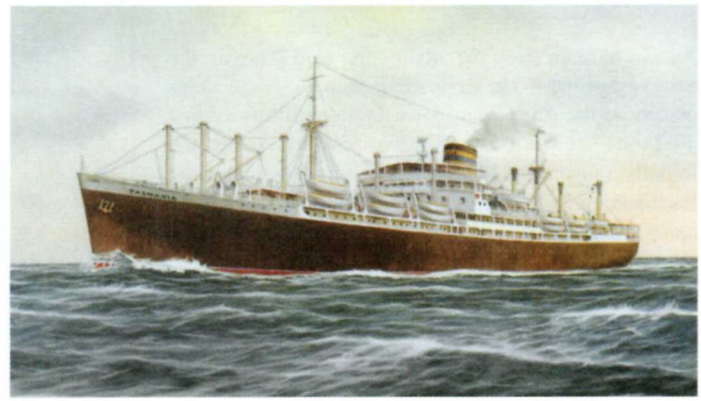
TASMANIA



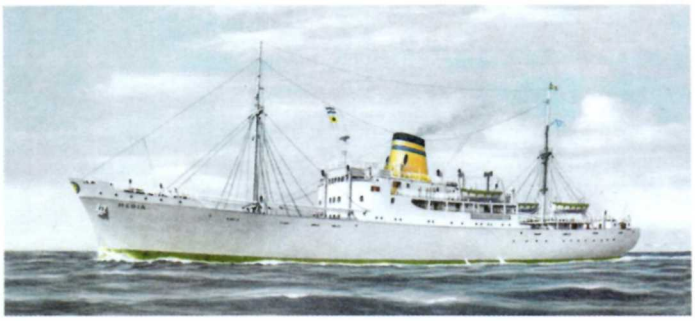


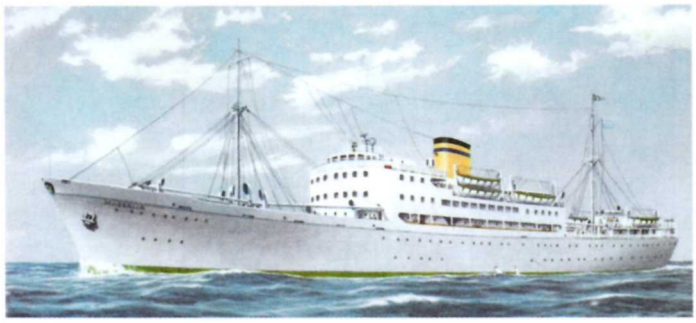
HML were still involved in the Australian trade and in 1955 yet another ship with an unusual history joined the fleet. She had been constructed in 1939 as a C-3 type cargo ship by the Sun Shipbuilding and Dry Dock Co., Chester, Pa. for Moore-McCormack as their **Mormacland**. However before work was completed the needs of war dictated that she was to become an aircraft carrier, and in 1940 she emerged as the escort aircraft carrier **HMS Archer**. The ingenuity of the naval architects in adapting a cargo ship into an aircraft carrier is clearly seen in this official photograph of **HMS Archer** (above left). Her original bridge was extended to the sides to provide visibility and she had a wooden flight deck supported by steel struts. Towards the end of the war the Ministry of War Transport converted her back to cargo ship and she served as the **Empire Lagan** and was eventually returned to the Americans as the **USS Archer**. They sold her in 1948 to Sven Salen, a company more renowned for refrigerated ships than passenger ships. However Salen was another shipowner who saw the potential of charters from the International Refugee Organisation. This United Nations offshoot had been set up in 1946 and was about 40% funded by the U.S. The now **USS Archer** was renamed **Anna Salen** and after one trip as a freighter she was converted in Italy to a passenger ship capable of carrying 1,500 emigrants. She sailed from Naples to Melbourne on her first voyage for the I.R.O. in May 1949. Another Scandinavian shipowner who was attracted to this market was Isak Skaugen and in 1949 he arranged for the completion of an unfinished hulk at the Germaniawerft at Kiel. He had her fitted out for 1,700 passengers as the Norwegian flagged **Skaugum**. The photographs of the **Anna Salen** (above centre) and the **Skaugum** (above right) illustrate the makeshift nature of these low-budget conversions which were designed to carry a maximum number of migrants in the minimum of comfort.

The paths of the two emigrant ships were to cross in December 1949 when the **Anna Salen** broke down (her propulsion system was notoriously prone to mishap) near Aden. Fortunately the empty **Skaugum** was on passage back to Europe and was able to pick up the 1,500 stranded emigrants from Aden and take them to the promised land of South Australia. In 1955 Salen probably saw the writing on the wall for what had become the United Nations High Commission for Refugees (UNHCR) and sold the **Anna Salen** to the HML who were able to get a few more trips to Australia out of her as the **Tasmania** (right by A. Storace) until 1957 when the contracts ended. She was converted back to a cargo ship and in 1961 sold to a Taiwanese company. However later that year she was involved in a collision with a Norwegian tanker in the Houston Ship Canal which resulted in her being scrapped at New Orleans in 1962.



THE MEDIA AND MASSALIA





In 1958 two ships joined the fleet which imparted a slightly more modern look. Both were destined for the Mediterranean service. As usual A. Storace does justice to the new arrivals as seen above. The 1,275grt **Media** (above left) had the usual convoluted history of HML ships. Completed in 1936 at Howaldtswerke Kiel as the **Fasan** for the Argo Reederie. She was taken over by the Kriegsmarine in 1940 and became a hospital ship. She was sunk in Hamburg harbour, raised but sunk again. In 1949 was salvaged and repaired. She seems to have been given a rather streamlined profile for the time. In 1968 she was scrapped at La Spezia, Italy. The larger 3,284 grt **Massalia** (above right) had been Fred. Olsen's **Bretagne**, built at A/S Akers Versted, Oslo in 1937. Initially she served on the Oslo-Antwerp route but after the loss of the **Black Prince** and the **Black Watch** during the war she took over the Newcastle service. She was taken over by the Germans as a troopship in the war but was returned to Fred. Olsen in 1945. She was primarily placed on the HML's Marseilles-Genoa-Piraeus-Egypt route until she was sold in 1974 for demolition at Eleusis.

SIDI-BEL-ABBES BECOMES APOLLONIA

In 1963 HML acquired a ferry that was quite familiar with Mediterranean waters, the 5,226 grt **Sidi-Bel-Abbes** (above left) which had been built in 1949 by Swan, Hunter and Wigham Richardson for the Soc. Generale de Transportes Maritimes of Marseille. She was one of several ferries built for the SGTM company of Marseille in British yards just after the war. She was renamed **Apollonia** and put to work on the Italy-Greece-Cyprus route until sold for demolition in 1988. This shot of the **Apollonia** (above right) shows that Venice was also one of her ports of call. Sadly at about this time HML seem to have stopped using the services of A. Stor aceand relied on the camera instead.

TWO IRISH SEA FERRIES

Mediterranean holidaymakers from the North-West of England or Ireland in the 1970s would probably have had no difficulty in recognising at least two of the ferries they might have used on the popular Brindisi-Patras Trans-Ionian Sea route. In 1969 the British and Irish S.P. Co.'s 3,705 grt Fishguard-Cork ferry **Innisfallen** was bought by Greek interests, renamed **Poseidonia**, and operated as a car ferry for HML. Above right is an attractive painting, probably by Harry Hudson Rodmell, of the **Innisfallen** on the night service. Above far right is an official HML card but the **Poseidonia** is shown wearing what are presumably the colours of her actual owners, the Isthmian Nav. Co., Famagusta, trading as Libra Maritime

In 1975 the 4,797 grt Denny-built Heysham-Belfast turbine ferry **Duke of Argyll** (photo right by Don Smith) was bought by a Cypriot company and renamed **Neptunia**. In 1987 HML bought her and she was renamed **Corinthia** as seen far right in a photograph by J. Williamson of her at Patras.

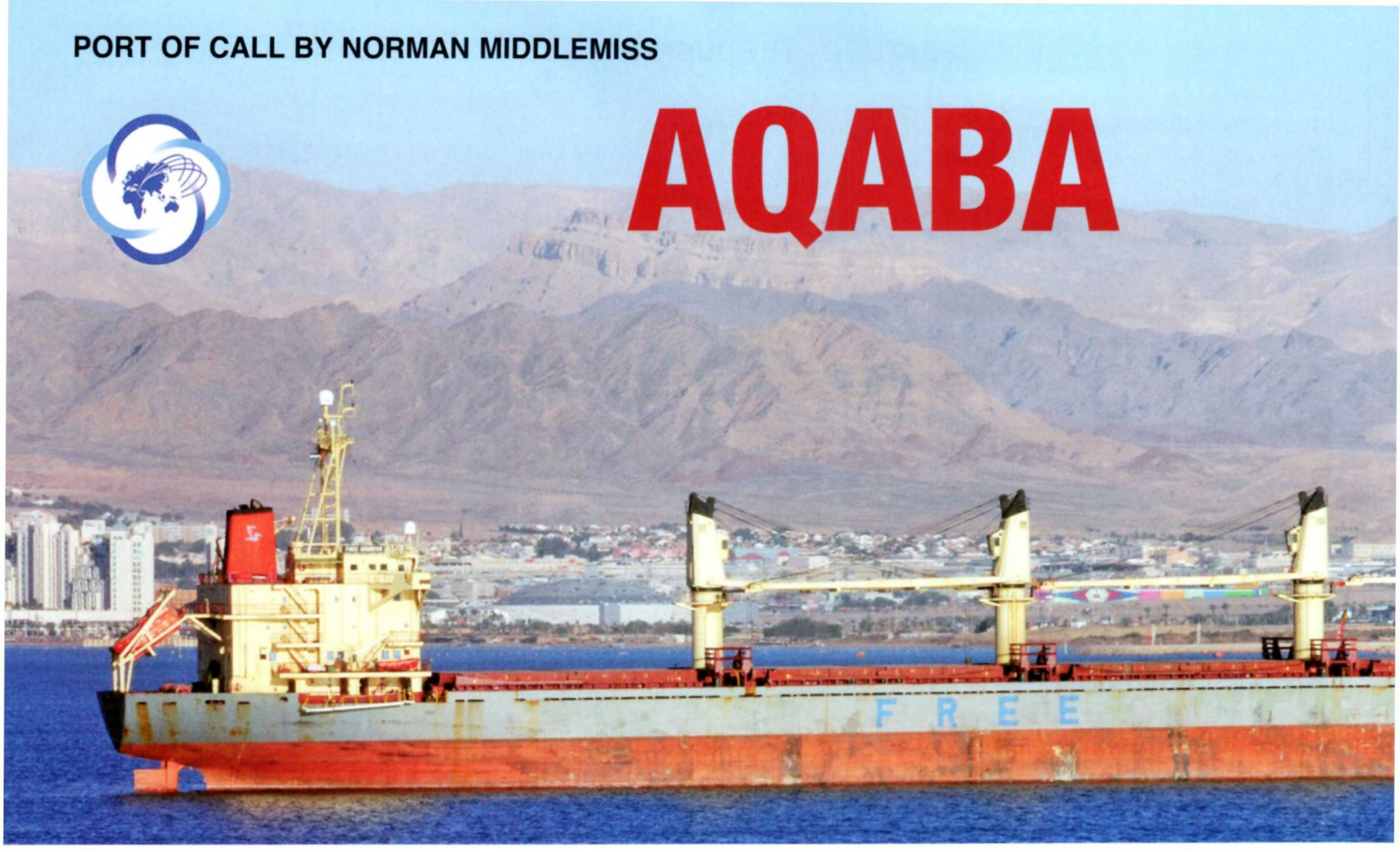
DEMISE

HML went on to own many more fascinating ships we do not have space to include this month, but the company finally succumbed to competition in the early 2000s.

NEXT MONTH: Greek Ferry Companies

PORT OF CALL BY NORMAN MIDDLEMISS

AQABA



The Port of Aqaba lies around 98 miles from the Tiran Straits at the junction of the Gulf of Aqaba with the Red Sea, and is on the eastern side of the head of the Gulf, opposite from the Port of Eilat (Israel) and the Egyptian shore of the Gulf on its western side. The Gulf of Aqaba is from six to ten miles wide, and the Port of Aqaba is the only seaport of Jordan, and consists of three sites, with the Main Port near the city of Aqaba, the Middle Port five kilometres to the south of the Main Port, and the Southern Industrial Port 18 kilometres to the south of the Main Port on the eastern side of the Gulf of Aqaba. It is owned by the Aqaba Development Corporation (ADC), and is operated by five operators. These are the Aqaba Port Corporation for port management and operation, Aqaba Container Terminal (ACT), the Jordanian Industrial Port Company, the Arab Phosphate Company, and the National Electricity Power Company.

HISTORY OF AQABA AND THE PORT

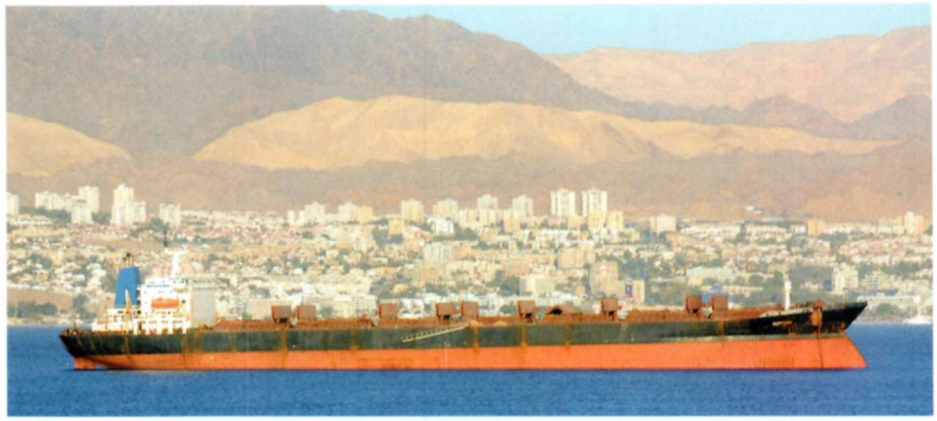
Aqaba has been a port since Biblical times with the reference to the area in 1 Kings 9:26 as 'King Solomon also built ships in Ezion-Geber, which is near Eloth in Edom on the shores of the Red Sea', Eloth being a port on the present day site of Aqaba. The Port of Aqaba was particularly important after the Ottoman Turks built the Hejaz Railway, which connected the port north to Damascus and south to Medina. The economy of Jordan today is linked to the economy of Aqaba with its many industries, and an important ferry link across the Gulf of Aqaba to Egypt carrying over 1.3 million passengers and much freight per annum. The walled city of Ayla at Aqaba was built in the 7th century AD, and provided the Islamic world from that point of time with a route southwards to the Islamic pilgrim city of Mecca.

The most famous nearby attraction is the 'Lost City of Petra', which thrived between 400 BC and 106 AD inhabited by the Nabatean people. The city was lost in the desert for hundreds of years but the famous vertical carvings in red, white and pink of high columned entrances to buildings can be easily visited from Aqaba as they are only 100 kilometres away in a north east direction. This is a UNESCO World Heritage Site and well worth the journey to get there through the Jordanian desert. A very narrow gorge provides the striking prelude before viewing the high temples, theatres, buildings and houses of 80 metres in height. The best time to visit Petra is at dawn or dusk.

The Greeks called the port Berenice, and the Romans named it Aelana and Aila, with the great Via Tralana Nova carrying travellers south from Damascus to Aqaba, where the road connected with the western route to Philistia and Egypt. The Port of Aqaba was ruled by the Caliphate of Islam after the prophet Mohamed began his teachings in the 7th century AD, and the city of Ayla was built near the present site of Aqaba. The European Crusaders controlled the Port of Aqaba from their base in Jerusalem during the 12th century, and built the Fortress of Helim to assert their control, which is situated to the north of the Main Port. The great Arab leader Saladin recaptured the port in 1170 AD, and then the Mamluks from Egypt took control in the 14th century and reconstructed the fort built by the Crusaders and it is now known as Aqaba Fort. The Crusaders also fortified Pharaoh's Island just off the eastern side of the Gulf of Aqaba near Taba and crowned it with an impressive fort, reached today by tours from hotels. The Ottoman Turks began their long four centuries of occupation in the early 16th century, but Aqaba remained as a small fishing village during this long period.

The Thomas Cook holiday excursions to Egypt, Palestine and Syria to visit the Holy Land reached a peak in 1902 when a full page colour advertisement appeared showing Jerusalem and the Golden Dome of the Rock Temple for Christian worshippers, or the same Qubbat al Sakrah Golden Temple for Arabic Moslems to worship. Journeys over the desert were via the Port of Aqaba, and Thomas Cook also built a big fleet of Nile river cruisers.

The Port of Aqaba had only a small quay for barges and trawlers in 1939, but a Royal Decree from the King of Jordan in 1952 established the Aqaba Port Authority, expanding the old quay and adding new quays, and warehouses and open storage yards. Cargo throughput expanded ten times by 1958 to 600,000 tonnes, with a new phosphate exporting quay added a year later and throughput expanded to 800,000 tonnes by 1964. A Royal decree was issued in 1979 to merge the Aqaba Port Authority and the Jordan Maritime Corporation under the name of the Aqaba Company for Ports Management and Operation (ACPOM). A massive industrial expansion with two other



Left: The 22,056dwt Free Goddess of Adventure Five SA anchored off Aqaba in 2011. She was built in 1995 by Jukogyo at Saiki as the Bernes for Point Fortune Shipping. In 2001 she was renamed UBC Barranquilla while on charter and in 2004 she joined Vierte Cooper Schiffahrts GmbH as Barranquilla. In 2006 she joined Briese Schiffahrts as BBC Barranquilla before becoming Free Goddess in 2007. In 2015 she was became Figaro of Overseas Maritime then on 21st September 2017 she arrived at Gadani Beach to be broken up.

Above: The 63,883dwt bulk carrier Daffodil of Citrus Marine was built in 1983 by Samsung at Koje as the Norman Amstel for Sealion International B.V. In 1988 she joined Four Winds Trading as Interbulk Vision and in 1990 she was purchased by Alba Corporation and renamed Akrop. In 2003 she was sold to Dokos Marine SA and renamed Akropolis and in 2008 she joined West Asia Maritime as Gem of Rozi. She became Daffodil in 2010. On 20th January 2012 she arrived at Alang to be broken up by Hariyana Ship Demolition.

Below: The 50,686gt Maersk Montana was built in 2006 by Hyundai at Ulsan as the Maersk Guernsey. She was renamed Maersk Montana the following year.

Bottom: The 34,607dwt bulk carrier Nordina G of Nour Ship Management was built in 1984 by Mitsubishi at Kobe as the High Adventure for Nakamura Kisen K.K.. In 1986 she joined Cebu Sealink Corp. as Western Leopard and in 1993 she joined Ileri Denizcilik ve Ticaret AS as Omer Kaptanoglu. In 2009 she became Nordina G. On 28th December 2012 she arrived at Guandong to be broken up.

(All photos by Nigel Lawrence)

port sites added to the original main port followed with phosphate, steel, paper, rice, cement, timber, grain, livestock, and automobile cargoes, as well as oil and gas terminals and a passenger and cruise terminal led to a throughput of 18.0 million tonnes in 1988. This figure fell back in the early 1990s due to the American blockade and the Persian Gulf War, but today a throughput of 20 million tonnes of imports and exports is handled.

THE BATTLE OF AQABA

Ottoman forces were expelled from Aqaba on 6th July 1917 by a combined force of 5,000 Arab fighters led by Auda Ibu Tayi and Sherif Nasir and T. E. Lawrence (1888-1935) of Britain together with British naval forces assistance. Lawrence had volunteered for active service just after the start of the war and was stationed in Egypt in 1916 and sent to Arabia, quickly becoming involved in the Arab Revolt. The Hejaz Railway had by September 1914 only one gap in this very long railway line from Turkey via Damascus and Aqaba to Medina. This was in the mountains of Turkey, and when that ongoing work had been finished it would have been possible to travel by rail all the way from the Ottoman capital of Constantinople to the Arabian city of Medina some 1,800 miles to the south.

The Hejaz Railway was attacked for nearly two years by British demolition teams working with their Arab rebel allies, and methodically attacked the bridges and isolated depots to cut this vital supply line throughout 1917 and 1918. T. E. Lawrence and other British officers personally blew up

Above: The 148,341dwt tanker Star Hero belonging to New Shipping of Greece, seen off Aqaba in 2011. She was built in 1991 by Constanta SN in Roumania as the Black Eagle II. In 1991 she was briefly renamed Golden River before becoming Star Hero later that year. On 15th August 2012 she arrived at Gadani Beach to be broken up. *(Nigel Lawrence)*

Below: The 31,070gt Kota Karim of Pacific International Lines. She was built in 2006 by the Toyohashi Shipyard. She is in their present fleet. *(Nigel Lawrence)*

Bottom: The new container terminal with the 39,941gt CSCL Rotterdam of China Shipping alomgside. She was built in 2002 by Samsung at Koje. In 2012 she was chartered to Orient Overseas Container Line as CS Rotterdam and in 2014 she joined Sinokor Merchant Marine as Singapore Bridge. *(Port of Aqaba)*

79 bridges using special blockbuster bombs along the railway, with damage so extensive that much of it had to be abandoned. In the Arabian desert, there are still today several mangled train cars stranded and slowly rusting away. Laurence wrote his excellent wartime memoirs, the book 'Seven Pillars of Wisdom', which was translated into over a dozen languages and remains in print today. The 1962 iconic film 'Lawrence of Arabia' starring Peter O' Toole as Lawrence and Omar Sharif as Sherif Ali remains one of my most favourite films of all time.

The move to capture the city of Aqaba by Prince Feisal and Howeitat Arab tribes assisted by British reconnaissance and help was not deemed desirable in May 1917 as the McMahon-Hussein agreement had been superseded by yet another Sykes-Picot Treaty agreement with the Turks. Lawrence, however, decided to go his own way without orders, and called it a private venture void of British support since Prince Feisal had provided money, camels, stores and explosives. A 600 mile desert journey by Arab forces was led by Sherif Nasir, while Lawrence was accompanied by Nesib el Bekri and Auda Ibu Tayi, leader of the northern Howeitat tribe of Bedouin. Aqaba is surrounded by mountains to the north and east and is connected to the interior by Wadi Itm. This long and narrow gorge could be used by Ottoman forces to bottle up any British invasion by sea, although it did not stop the Royal Navy from bombarding Aqaba.

On 6th July 1917, the Ottoman garrison at Aqaba comprised 300 men and it was feared that the garrison could pose a threat to the flank of British forces or would act as a springboard for raids into the Sinai desert or even be used as a base by German U boats in the Red Sea. Lawrence knew that the Arabs needed to take Aqaba to extent their front northwards as a tactical move to link up with British forces. The Arab and Lawrence plan was to capture Aqaba from the east without guns or machine guns, as the Ottoman unguarded eastern side was their least line of resistance and easiest for the Arabs.

Lawrence and other British officers had contrived to deceive the Turkish Army that their objective was an attack on Damascus and Aleppo to the north, drawing attention away from their real target of Aqaba. The Arab expedition started moving towards Aqaba in early May 1917, but lost three men to snake bites in Wadi Sirhan. While there, Lawrence and Auda decided to attack the rail line in the area of Daraa to convince the Turks that the main Arab force was at Azrak in Sirhan. Lawrence found no suitable targets that far north, and ended up attacking the Atwi rail station south of Amman before moving south again to Aqaba.

Three Howeitat tribes aided the effort to secure the Pass El Lissan along the road from Maan to Aqaba. The Fuweilah blockhouse

was attacked by the Darausha and Dhiabat tribes, while the Dhumaniyeh tribe and other Arab forces under Auda Ibu Tayi and Lawrence attacked the Ghadir El Haj garrison along the rail line to the south of Maan, destroying ten bridges. However, the Dhumaniyeh were unable to keep control of the pass when a Turkish relief battalion arrived under Niaz Bey. Auda Ibu Tayi personally led a charge of fifty horsemen against Turkish troops on 2nd July while 400 camelmen under Nasir and Lawrence attacked and caused 300 Turkish casualties and 300 captured, with Arab losses of only two men. Lawrence was nearly killed in the action as he accidentally shot his camel in the head with his pistol, and Auda Ibu Tayi was hit by six bullets which destroyed his field glasses, holster and scabbard but left him unharmed.

Three more Turkish posts were taken at Guweira, Kethera and Khadra on the way to Aqaba. Guweira was captured by Sheikh Ibu Jad by the time that Lawrence and Auda arrived, and the 120 Turkish soldiers in the garrison had been taken prisoner. Kethira was taken during the night of 4th July aided by a lunar eclipse, and Khadra at the mouth of the Itm and its 300 man garrison surrendered on 6th July, only four miles from Aqaba. The victorious Arab force swept into Aqaba, with 2,000 Howeitat men taking 700 Turkish soldiers including 49 officers prisoner. Auda Ibu Tayi established a strong Arab force of 600 men at Guweira to give enough time for the gain of Aqaba to be consolidated, with Lawrence then travelling with eight others across the Sinai peninsula to Suez in 49 hours. The warship Dufferin was despatched to Aqaba with food, bringing back the huge number of prisoners, and together with the warships Euralyus and Humber guarded the captured port. A landing strip was built at Kuntilla and by August 1917 the Royal Flying Corps were bombing Maan, Abu El Lissan and Fuweilah. During the next four months, Lawrence and British explosives experts blew up more bridges and 17 locomotives, making the Hejaz Railway no longer a functioning railway.

Damascus was captured in October 1918, and the final peace treaty in 1919 at Damascus, attended by all of the Arab tribe leaders, Lawrence, and senior British officers, created the State of Syria jointly administered by Britain and France, with no land or state allotted to the Arabs, which Lawrence had originally promised to the Arabs to enlist their support. Lawrence returned to England and retired from Middle East affairs, and he died as a result of a motorcycle accident in 1935. He had a great love of the Arabian deserts, spoke Arabic fluently, and wrote many original letters on Palestine as a possible Arab State. He became virtually an Arab leader when the Turks surrendered and discussed surrender terms with him on 5th July 1917 in the desert outside Aqaba.

THE MODERN PORT OF AQABA

The city of Aqaba is located at position 29°52' North, 35°00' East with the port occupying three sites to the south of the city on the eastern side of the Gulf of Aqaba. These sites are:-

MAIN PORT

Twelve berths of total length of 2,120 metres with ten for the handling of general cargo, grain, and other cargoes, and Berths A and B phosphate exports in bulkers of up to 70,000 dwt with an alongside depth of 14.4 metres. At the northern end of this very long quay, there is a small access pier for workboats, with the nearby Aqaba Customs Directorate on King Hussein Street, which joins the South Beach Highway at its starting point. This Highway runs around the Main Port and heads south to run around the Middle Port and then heads south again to run around the Southern Industrial Port. The quays of the Main Port have 35 metre wide concrete aprons, with Berth 1 dedicated to the import of grain at a discharge rate of 1,000 tonnes per hour by conveyor belt to the grain silos. The other two berths handle phosphate exports with Berth A for phosphates of length 220 metres and Berth B of 180 metres and alongside depths of 14.4 metres. Berth A loads at a rate of 1,000 tonnes per hour of phosphates, while Berth B loads at a faster rate of up to 4,400 tonnes per hour. There is also a berth for ro-ro cargoes, another for mineral and vegetable oils, another for barge traffic, and other berths for tugs, pilot boats, bunker craft, workboats and barges.

MIDDLE PORT

There are seven berths of a total length of one thousand metres for handling container ships, passenger and cruise ships, and general cargo ships carrying rice, as well as livestock carriers, cement carriers, and ships carrying vegetable oils. There are four main berths:-

MO'TA Berth, which is a floating berth connected to the quay of 150 metres in length, 35 metres wide, with alongside depth of 23.0 metres for bulkers up to 53,000 dwt exporting bagged cement from the cement factory, while there are also rice processing plants, and pens for holding livestock.

MOSHTERAK Berth, which is a dolphin berth of 120 metres in length with sufficient alongside depth for bulkers of up to 100,000 dwt, and is equipped with conveyor belts of capacity 250 tonnes per hour for the unloading or loading of bulk cargoes.

AQABA CONTAINER TERMINAL (ACT) is located just to the south of the Mo'ta Berth with three berths of 540.0 metres in length and 15.0 metres of alongside depth for container ships of up to 14,700 TEU capacity. The terminal is located at 29°30' North, 34°59' East and is the only container terminal of Jordan and is also the second busiest container terminal on the Red Sea. ACT is a logistics hub and an important part of the Jordanian economy and tranships containers and moves them to other nearby countries. ACT is a joint venture between the Aqaba Development Corporation and APM Terminals of Maersk Line under a 25 year agreement to build and operate the terminal that was signed in 2006.

The Port of Aqaba handled only around 50,000 TEU of containers between 1983 and 1993, with ACT on stream in 2006, and a big expansion project was completed in October 2013 to add 460.0 metres in length to the existing quay to create a total length of 1,000 metres or 0.62 miles and increased throughput to 1.3 MTEU annually. Two new Panamax Gantry Cranes with an outreach of 22 containers, and four Rubber Tyred Gantry cranes (RTGs) completed the expansion. There are three large container storage areas directly behind each of the container ship berths, with more containers stored up to the limit of the South Beach Highway. APM Terminals Jordan is responsible for operating, managing and marketing the terminal, which has one thousand employees, with APM Terminals investing $300 million to streamline and computerise port operations. Maersk Line, MSC, CMA CGM, Jolly Shipping Group, PIL, SM Line, CSCL, COSCO, Hapag-Lloyd, Yang Ming and other container lines call at ACT. There is also a small Ro-Ro berth just to the north of ACT of ramp length 40.0 metres with alongside depth of 10.0 metres and able to handle both bow and stern loading ro-ros and ferries.

YARMOUK PASSENGER TERMINAL is a floating berth of quay length 150 metres located 0.2 miles south of ACT, and is used for passenger and cruise ships and ro-ro cargo ships and ferries of up to 19,000 dwt with an alongside depth of 23.0 metres. Unloading of general cargo is done to trucks, and thus it is not possible for passengers to walk to the port exit, bus shuttles drop one off at a bus terminal near the city centre where local buses can be boarded, or simply book the shore tour from the cruise line that leaves on buses at the quay. The passenger terminal was completed in 1986 with contributions of money from Jordan, Egypt and Oman. The city of Yarmouk and Yarmouk University are located in Northern Jordan, with the university established in 1976 and currently is at the forefront of Jordanian and Middle Eastern universities and has important post graduate work.

The ferry service operates from this ro-ro berth at the southern end of the Middle Port, between Aqaba and Nuweiba on the Sinai Peninsula of Egypt, with the 68 kilometre voyage covered in two and one half hours. The 384 kilometres long

Above: The 19,807dwt Bow Plata of Odfjell Tankers at Aqaba. She was built in 2006 by Kitanihon at Hachinohe. In 2013 she was sold to Celsius Shipping of Denmark and renamed Celsius Manhattan.
Below: The 34,142dwt bulk carrier Tarik 3 of Horizon Gemi Isletmeciligi was built in 1986 by Hayashikane at Shimonoseki as the Kota Hasil for Pacific International Lines. In 1990 she was renamed Hasil and in 1992 she became Arisbe. She joined Horizon Gemi Isletmeciligi in 2008. On 2nd April 2015 she arrived at Alang to be broken up by Rishi Shipbreakers. She is seen here at Aqaba in 2011.
Bottom: The Jerash and Alpine Athelia berthed side by side at Aqaba's oil terminal. The 288,979dwt Jerash was built in 1976 by Stord Verft at Leirvik as the Beaumont for D/S A/S Avenir of Norway. In 1981 she joined Bergesen as Berge Beaumont and the following year was renamed Berge Chief. In 2002 she was acquired by the Jordanian Government as Jerash. In 2006 she was converted into a FPSO and on 16th November 2012 she arrived at Gadani Beach to be broken up. The 105,291dwt Alpine Athelia of Conti 162 Schiffs GmbH & Co KG was built in 2009 by Hyundai at Ulsan. In 2014 she was sold to Heidmar Inc. and renamed Sigma Triumph. *(All photos by Nigel Lawrence)*

road from Amman to Aqaba then connects at Nuweiba to a 500 kilometre long road to Cairo. The Aqaba Marine Aquarium was built in the shadow of the ferry terminal, and has over fifty species of beautiful and rare fish, in addition to thirty invertebrates, and thirty species of hard and soft corals. The Aquarium is used as a teaching and research centre by Yarmouk University and other universities, as well as an entertaining centre for cruise passengers on their shore tours.

SOUTHERN INDUSTRIAL PORT

The position of the port is 29°26' North, 34°58' East, with four oil, LPG and LNG berths of total length 640.0 metres for handling crude oil and oil products at the northern end of the Industrial Port, with the Sheikh Sabah Al Ahmad Terminal for LPG gas cargoes. The crude oil jetty was built in 1986 of length 362 metres with four dolphins for mooring at a long berth for handling ULCCs of up 400,000 dwt with a maximum length of 370 metres and a maximum draft of 24 metres.

There are two phosphate exporting berths of the Jordan Industrial Phosphate Company (JIPC) to the south of the oil berths, followed by the Jordan Industrial Terminal (JIT) to the south of these with bulkers on both the inside and outside of the terminal, with the inside berth next to the Marine Services Harbour for small craft. Moving south, there are automobile loading and discharging berths, bulk and general cargo berths, and ro-ro berths at the head of the Aqaba New Port rectangular basin with also grain and multi-purpose berths. Finally, at the south of this southern port, there is space for the building of a new ferry port for crossing the Gulf of Aqaba to Egypt.

The West Industrial Berth is 220 metres in length with 15.0 metres alongside depth for handling bulkers up to 70,000 dwt, while the East Industrial Berth is 190 metres in length and 11.0 metres alongside depth for handling bulkers up to 40,000 dwt with cargoes of bulk fertiliser, sulphur, salt, potash, ammonia and chemicals from or for the plants of the Aqaba Industrial Zone.

The Timber Berth is of length 80 metres with 7.0 metres of alongside depth for handling ships up to 14,000 dwt with cargoes of logs, timber and livestock.

The Aqaba Port Corporation allows the private sector to invest and share in the management of its three port areas e.g. the Indo-Jordan Chemical Company and the Nippon Jordan Fertiliser Company. Sultan Qaboos of Oman and King Hussein of Jordan toured the Port of Aqaba in 1984 when exports of the Port of Aqaba were increasing at a rate of over 50% per year, with a donation of Omani money to develop the cruise and passenger facilities at Yarmouk Passenger Terminal, which was then built and

completed two years later with modern lounges and reception areas. The port charges reasonable tariffs, good loading and discharging berths, excellent infrastructure and equipment e.g. Post Panamax Gantry Cranes and Rubber Tyred Gantry Cranes (RTGs), Reach Stackers, High Stackers, and dry and liquid bulk berths. Port employees are Jordanian nationals as well as some from neighbouring countries, with an excellent road network connecting to five countries.

The ISPS Code for the safety and security of all vessels and crews as well as all cargo passing through the port is in operation. The Prince Hamzah Oil Spill Response Centre is equipped with all kinds of suction and boom equipment to tackle environmental damage from oil spills and is located in the Main Port. The IT operations in the port are second to none in the world and give valuable management data, port vessel positions, current and available cargo and space beyond the port to store the cargo in a easy to use online screen system accessible to most employees. There are also reports for shipping lines and agents with container and break bulk quotes available online before choosing to use the port. The Port of Aqaba is the gateway for cargo to the Levant and Middle East area, with fast rail and road access in the port, and for the movement of cargo either north to Israel or south to Saudi Arabia.

The Port of Aqaba experienced a big decline in business in 1990 with only three ships per day calling instead of over twenty ships per day normally. This was due to the United Nations embargo on trade to the area in response to the Persian Gulf crisis, and there was an American naval blockade in the Gulf of Aqaba. The Port of Aqaba also experienced a big drop in the amount of imported oil arriving by pipeline from three other Arab States, with oil having to be carefully used and stored in tank farms and floating storage tankers moored in the port.

PORT OF AQABA STATISTICS

Total Land and Sea Area	2.061 Million m²
Total Land Area	1.680 Million m²
Total Sea Area	0.381 Million m²
Maximum length of port	4,750 metres
Maximum width of port	750 metres
Oil Refinery area	95,000 m²
Grain Silo area	36,000 m²
Free Zone area	19,500 m²
Military Zone area	27,600 m²
Main Port Area	1.041 Million m²
Middle Port Area	0.447 Million m²
S.Industrial Port area	0.573 Million m²
Oil Terminal Area	17,500 m²
Industrial Berth areas	11,200 m²
Main Port Length	2,300 m²
Main Port Width	750 metres
S. Industrial Berth length	2,450 metres
S. Industrial Berth width	550 metres
Timber Berth Length	700 metres
Timber Berth width	400 metres
Oil Terminal Length	340 metres
Oil Terminal Width	50 metres
Total Production Capacity	28.0 Million tonnes per year
Number of Shifts	3 per day of 8 hours

AQABA PORT STORAGE FACILITIES

Closed Warehouses	62,000 m²
Covered Warehouses	412,000 m²
Phosphate Storage	310,000 tonnes
Grain Storage	150,000 tonnes
Open Storage Yard	245,000 m²
Potash Storage Yard	150,000 tonnes
Rice Silos Capacity	55,000 tonnes
Cement Storage Capacity	30,000 tonnes
Reefer Capacity	500 tonnes

AQABA PORT CARGO HANDLING EQUIPMENT

2 Mobile Cranes of 100 tonnes capacity
2 Mobile Cranes of 90 to 120 tonnes capacity
4 Mobile Cranes of 45 tonnes capacity
32 Mobile Cranes of 2 to 15 tonnes capacity
76 Forklifts of 2 to 30 tonnes capacity
21 Towing Tractors
82 Trailers
20 other towing vehicles

AQABA PORT PRODUCTIVITY RATES

Bagged Cargo	6,000 tonnes per day
Paper	1,500 tonnes per day
Steel billets	3,500 tonnes per day
Phosphate exports	50,000 tonnes per day
Rice	6,000 tonnes per day
Cement	5,000 tonnes per day
General cargo	1,000 tonnes per day
Timber	2,300 tonnes per day
Reefer cargo	300 tonnes per day
Livestock	15,000 head per day
Grain	12,000 tonnes per day
Vehicles	3,000 per day
Oil	18,000 tonnes per day

AQABA PORT CARGO CLASSIFICATION

- Grain and Animal Feed
- Dry Bulk
- Crude Oil and Oil Products
- Vegetable Oils
- LPG and LNG Liquid Gases
- Ammunition, Fireworks, Flammables & Explosives
- Livestock
- Ro-ro Trailers & Vehicles
- Vehicles Loaded or Discharged by Crane
- Vehicles Loaded or Discharged with Cargo
- Empty Trailers
- Pre-Slung Machinery
- Logs and Timber
- Bagged Cargo
- Steel, Zinc, Scrap Metals
- Pipes
- Drums
- Meat, Vegetables & Fruit
- Palletised or Unitised Cargo

JORDAN NATIONAL SHIPPING LINE (JNSL)

JNSL was established as a national shipping line for Jordan in 1976 with 80% of its shares owned by the Government of Jordan, and has had 44 years of experience in the business of shipping. JNSL today is a member of a group of companies with a wide range of affiliates and subsidiaries e.g. the Aqaba Port Marine Services Company (APMSCO), Jordan National Lines for Ship Operation (JNLSO), Jordan International Chartering Company (JICC), Arab Ship Management (ASM), Jordan Group of Shipping Agencies (JGSA) and the Jordan Academy for Maritime Studies (JAMS). The company was privatised in 2002 but remained as the flag carrier for Jordan with the Jordanian flag of black over white over green bands and a red triangle with a white star to the hoist flying from their sterns.

The company shares are traded on the Amman Stock Exchange (ASE), and JNSL is based in a modern office in Wadi Saqra Street in Aqaba, with the following business areas:-

SHIPOWNING

JNSL has used best shipping practice of owning ships when the shipping market is strong, and chartering vessels when the shipping rates fall or only a limited amount of cargo is seen to be available over a short time frame. JNSL began regular liner services from the U.K. and Continent to Aqaba in 1976 from the ports of Antwerp, Zeebrugge, Rotterdam, Bremen, Hamburg and Sheerness. Chartered ships were used at first then JNSL purchased two general cargo ships for the regular trade from the U.K. and Continent. This pair of ships were sold at the end of 1986, and the European liner trade became one way only to Aqaba with chartered ships as the ballast voyages back to Europe had made the trade uneconomic.

JNSL purchased two bulk carriers in 1982, which were managed, operated and time chartered by Jebsen of Norway. The fleet in 1986 comprised two sister bulkers of around 22,000 dwt that had been built by the Nippon Kokan Shimizu yard in 1973 and were purchased and renamed Al Karameh and Hitteen of 21,916 dwt.

The engines aft general cargo ship Jordan I of 9,815 grt and 16,271 dwt with a loaded draft of 9.26 metres was the third member of the fleet in 1986 and could carry 250 TEU of containers at a service speed of 15 knots. She had five holds served by five cranes and five derricks of up to 20 tonnes capacity.

The similar general cargo ship Jordan II followed of 8,203 grt and 14,600 dwt and was completed in 1988. The fleet has included general cargo ships, bulk carriers, storage oil tankers, ro-pax vessels, chartered container feeder vessels e.g. Aqaba Crown and Aqaba Express, and powerful tugs at the Port of Aqaba e.g. Amman and Mafraq.

Above: The 4,998dwt LPG tanker Benegas was built in 1981 by Hitachi at Innoshima as the Iwakuni Maru for Shimazu Kaiun KK. In 1996 she briefly sailed for Isle Shipping as Isle Hope before joining Rainelle Seaways SA as Northern Lights I. In 2003 she was sold to Angelson Development & Investment Inc. and renamed Benegas then on 13th July 2006 she suffered a serious fire while loading LPG at Aqaba. She was laid up there, as seen above in 2011, until 2014 when she arrived at Gadani Beach on 22nd October to be broken up.

Below: The 210gt Irbid of Smit Lamnalco Netherlands BV is one of Aqaba's tugs. She was built in 2008 by Gisan Shipyard at Tuzla.

Bottom: The pilot vessel Zerka at Aqaba. *(All photos by Nigel Lawrence)*

The JNSL fleet included the crude oil tanker Al Azraq of 97,286 dwt built in 1970, which arrived at the Port of Aqaba in April 1992 for use as a storage tanker. Jordan is reliant on oil imports from Saudi Arabia, Iraq, and Yemen as it has no oil deposits of its own, with their refinery at Zarga processing 100,000 barrels of crude oil per day. Thus, the Jordanian Government purchased the tanker Dafni from the Mayamar Marine Enterprises of Greece for $7.5 million and renamed it Al Azraq after a Jordanian air base 50 kilometres south of the Jordan-Syria border.

The JNSL fleet today consists of a large number of long or short term chartered vessels and several bulkers in the range of between 22,000 dwt and 55,000 dwt with names such as Al Hasa and Al Safi, with a new large bulk carrier launched under the name of City of Amman, the capital of Jordan, for JNSL recently.

SHIP OPERATIONS

JNSL owned and chartered ships carry well over ten million tonnes of cargo annually in wet and dry bulkers for bulk and bagged cargoes, and tankers and specialised ships. JNSL also operates important liner operations to the Mediterranean, Persian Gulf and Indian Ocean carrying a wide range of cargo e.g. containers, pipes, drums, steel billets and project cargo.

CHARTERING

JNSL team of shipbrokers have extensive experience in the chartering of ships for international exporters and importers, and have chartered many feeder container ships over the years e.g. there have been at least three chartered feeder container ships with the name of Aqaba Crown. The JNSL chartering team have extensive IT systems to aid them in their work to use the correct chartered ship for the correct customer requirement.

SHIP AGENCY

JNSL is the professional ship agency for all ships arriving at the Port of Aqaba, and has offices in the neighbouring countries of Egypt, Israel, Iraq, Saudi Arabia and the United Arab Emirates (UAE).

FREIGHT FORWARDING and PROJECT CARGO

The JNSL freight forwarding department began its work in 1985 with global freight forwarding solutions to all customers in Jordan, Egypt, Israel, Iraq and down the Red Sea to the port of Jeddah in Saudi Arabia. Project cargo emanates from the industrial nature of the Southern Industrial Port of Aqaba, with heavy lift vessels with twin heavy lift cranes of up one thousand tonnes lifting capacity frequently needed.

FERRIES FROM JORDAN TO EGYPT

Ferry links opened in April 1985 between Aqaba and Egypt and quickly grew to a total of 720,000 passengers and 43,000 freight trucks within a few years, and topped the magical one million passenger mark in 1992. The ferry company Arab Bridge Maritime was founded in November 1995 under a Maritime Co-operation Convention by the Governments of Jordan, Egypt and Iran to connect commercial ferry routes between their countries, with the paid-up share capital of $6 million equally shared between the three Governments. The company name is an appropriate name as ferries are in fact 'Sea Bridges'. The Head Office is in Aqaba with branch offices in Amman, Cairo, Teheran and elsewhere in the Arab world. Arab Bridge Maritime owns 50% of the Arab Ship Management Company of Jordan and 30% of the Jordan Academy for Maritime Studies. The company operates two routes across the head of the Gulf of Aqaba, with a daily fast high speed craft passenger service taking one hour from Aqaba to Taba near the Israeli border at Eilat, and a daily slow passenger ferry taking 2.5 hours from Aqaba to Nuweiba in Egypt, as well as a twice daily freight only ro-ro heavily loaded with trucks and trailers.

Chartered ferries were used at first by the company, but now it owns seven ferries with three high speed craft in Queen Nefertiti of 3,971 grt and built in 1997 with seats for 580 passengers and room for 170 cars on the car deck, and The Princess of 2,552 grt and built in 2003 with seats for 654 passengers and room for 58 cars on the car deck, and the newest fast craft Babel purpose built for the company in Australia with seats for 217 passengers. Two of the fast craft trio operate from the Port of Aqaba to Taba in Egypt near Eilat in Israel. There are four traditional ferries and freight ro-ros in the fleet with white funnels with an 'AB' logo and a black top named:-

Sinaa of 9,667 grt and built in 1995 with seats for 350 passengers and room for 380 cars on the car deck, and is the former Volcan de Tejeda of Armas Ferries in the Canary Islands, her present name is the local name of the Sinai peninsula.

Bridge of 7,363 grt a ro-ro freight vessel built in 1995 and purchased in 2008 with capacity for 60 trucks on two decks, with an internal ramp fitted in February 2016 to replace an internal elevator to enable her to make two freight trips per day on the Aqaba to Nuweiba route. She is the former Egizia of Adriatica Line of Italy, her name meant 'Egyptian'.

Aylah of 5,119 grt and built in 2009 with seats for 960 passengers and room for 90 cars on the car deck, and is the former Thassos VIII ferry operating in Greek waters.

Amman of 8,851 grt and built in 1995 with seats for 811 passengers and room for 440 cars on the car deck, and is the former Manuel Azana of Balearia Line operating in the Western Mediterranean between Spanish ports and the Balearic Islands, and Ceuta and Melilla in North Africa.

Two of the ferries serving the Aqaba to Egypt routes.
Above: The 3,971gt Queen Nefertiti of Arab Bridge Maritime was built in 1997 by Fincantieri at Muggiano as the Pegasus Two for Ocean Bridge Investments of Piraeus. In 2001 she joined DMF Investment Ltd. of Gibraltar as Shannon Alexis before moving to Tallink as Tallink Autoexpress III in 2004. She joined Arab Bridge Maritime in 2007. behind her is the 3,809gt Ro-Ro ferry Black Iris.
Below: The Princess of 2,552gt was built in 2003 by Rodriquez at Pietra Ligure.
(All photos by Nigel Lawrence)

The passenger ferries all have white hulls with the company logo emblazoned in big letters on each side, and are equipped with bow and stern ramps, with the comfortable lounge shop and café supplied with pure drinking water from a desalination plant built at Nuweiba for the ferries and the local population.

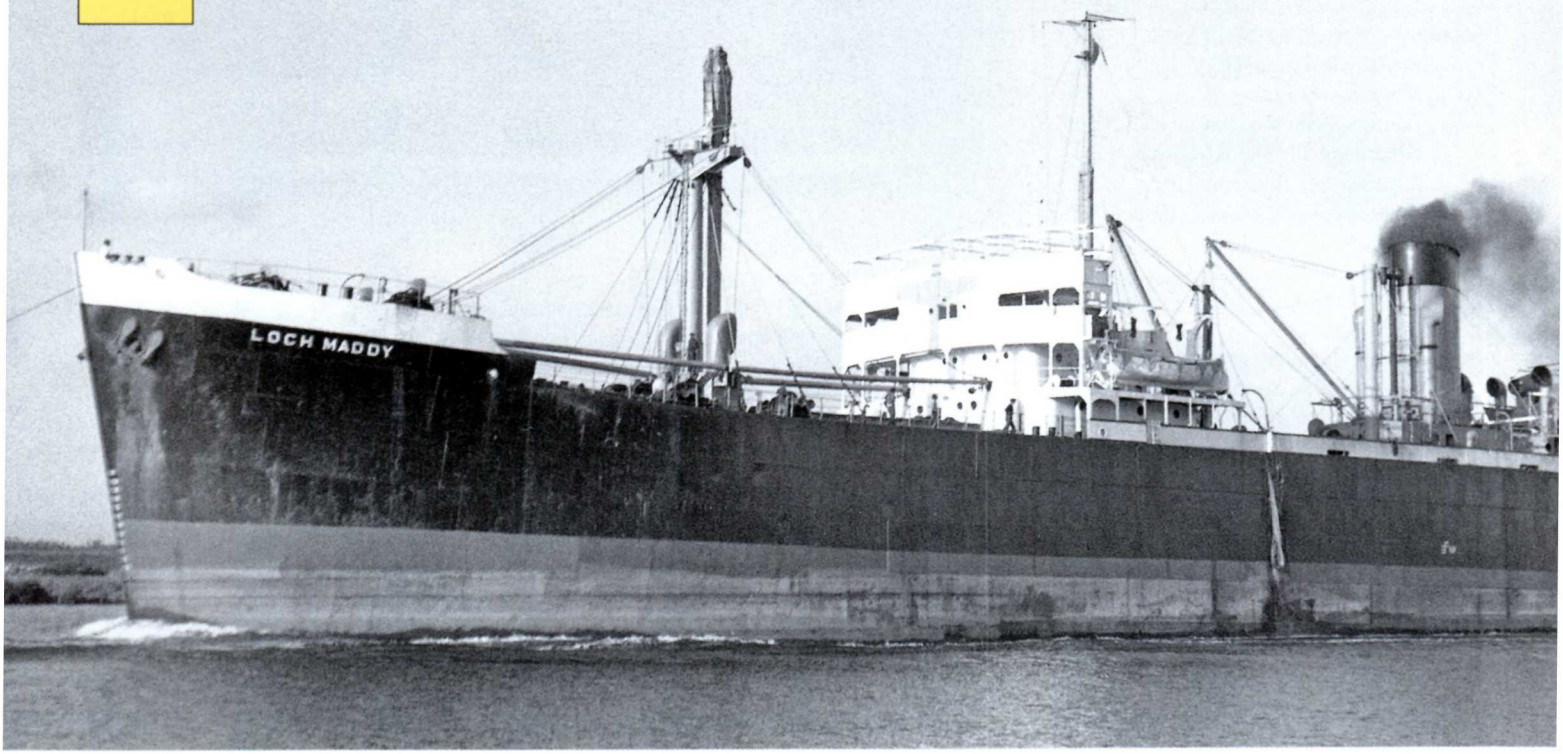
There is also an Arab Bridge Maritime passenger service from the popular beach resort of Sharm El Sheikh on the southern Egyptian tip of the Sinai Peninsula to Hurghada on the Egyptian Red Sea coast using the Queen Nefertiti fast ferry on twice weekly trips taking 2.5 hours each way. A total of around 1.5 million ferry passengers plus around 150,000 cruise passengers use the Port of Aqaba per annum.

POSTSCRIPT

The Hashimite Kingdom of Jordan officially came into existence under this name in 1947, and was joined by the districts of Samaria and parts of Judania that had previously been part of Arab Palestine. As well as the big port cargo and industrial berths described above, the Aqaba Marine Park well to the south of the Southern Industrial Port offers a chance for holiday makers and visitors to enjoy a clean beach, plus the Yamanieh coral reef just off the coast, where many species of fish, hard coral and soft coral can be found. This marine park was created in 1997 to protect this endangered ecosystem of seven miles in length on the south eastern side of the Gulf of Aqaba. The Visitor Centre gives full and clear information on the exhibits of coral and on a huge collection of rare sea shells from all over the world.

The Port of Aqaba is very much a busy, bustling port with up to three thousand vessels calling annually, and with a year on year increase in the total of imports and exports handled, with much transhipment cargo handled for other Arab States. This has included a three million tonne increase in imports and exports throughput in the last ten years. The Aqaba Special Economic Zone (ASEZ) has blossomed into a great busy trading zone near the port since it was created as a regional trade hub by His Majesty King Abdullah II of Jordan in 2001.

Maclay & McIntyre



Joseph Paton Maclay, first Baron Maclay of Glasgow, was born on 6th September 1857 and was educated in that city before gaining his earliest experience of the shipping business by working as a clerk in several Glasgow shipping offices. His rise to eminence was not meteoric as was the case with many shipowners. He worked as an employee until aged 28 years until he had a certain amount of capital behind him and several backers including shipbuilder Alexander Stephen and marine engine builder Ebenezer Kemp. Kemp later had plans of his own for shipowning on a large scale, but lost his life while bathing at Rothesay before these plans came to fruition. Joseph Maclay started in partnership as shipowner and shipbroker with Walter McIntyre, the 25 year old son of a Glasgow iron merchant.

The financial backing enabled them to begin with six small steamers in 1885 including the new 1,294 gross ton General Gordon completed by Alexander Stephen in September of that year at a low cost due to depressed freight rates. This association between builder and owner was to last for 50 years. The 712 ton Edward Williams was purchased from Robertson & Ross of Glasgow and Ivanhoe, Nigel, Peveril and Rowena were purchased on the takeover of G. Hood & Co. of Glasgow in 1885. The new partners wisely kept to tramping and brokerage and made no attempt to run liner services.

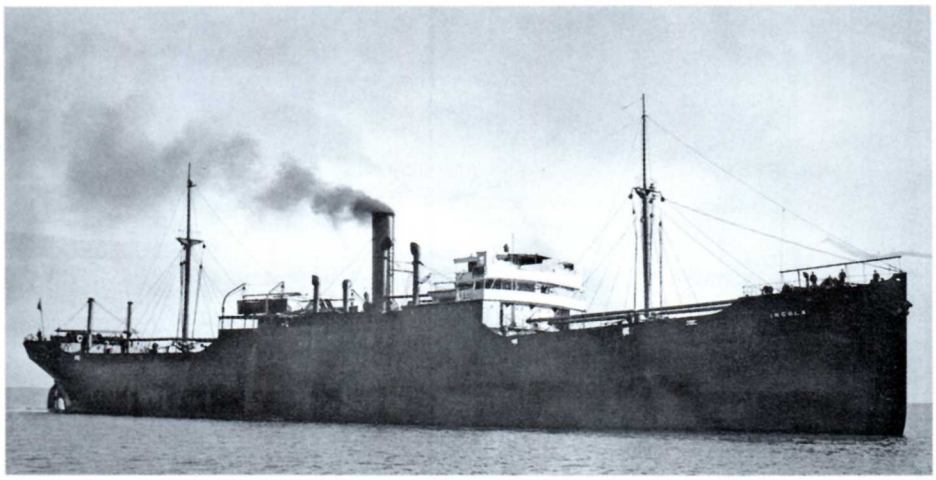
The Glasgow United Shipping Co. Ltd. was set up in 1886 as the main owning company although many ships continued to be registered under single ship companies until after WW II. The enterprise of Joseph Maclay in particular ensured the prosperity of the company which by 1896 owned a very large fleet of 33 tramps. New Alexander Stephen built ships included Uganda of 1892, Janeta, Jeanara and Marthara Of 1894, Magdala and Oceana of 1895. Other new ships were Madura of 1894 from D. & W. Henderson and Glasgow of 1896 from T. Turnbull of Whitby. The company generally adopted an African nomenclature for its ships, owing to the owners active interest in African missions.

In July 1902 the company obtained a lucrative contract to supply coal to Algoa Bay in South Africa, while Robert P. Houston of Houston Line secured a similar contract to Cape Town. This trade until then had been one of the strongholds of the sailing ship and their loss proved a severe blow to their owners. This coal trade together with a large Mediterranean ore trade made up a large part of company business until the outbreak of WW I.

Joseph Maclay retired around 1905 after 20 years in partnership with Walter McIntyre and he devoted the next 10 years of his life to the management of his Scottish estate. His partner continued in business and made no alteration to the managing partnership name. The fleet continued to grow in strength until a very large fleet of 51 tramps were owned in 1913 ranging in size from Victoria of 1,620 gross tons built in 1887 to the new Russell built Masarua of 4,986 gross tons built in 1913. Joseph Maclay was created a Baronet in 1914 for his services to the public life of Glasgow especially the Church.

16 tramps were lost to the enemy and marine losses during WWI:

1.7.1915	**Mascara** Wrecked in White Sea o.v. Barry to Archangel
9.7.1915	**Meadowfield** Sunk by submarine gunfire 50nm SW of Tuskar
10.7.1915	**Jeanara** Wrecked at Gorodetski Pt. o.v. Cardiff to Archangel.
28.7.1915	**Mangara** Torpedoed/sunk off Aldeburgh.
13.8.1915	**Cairo** Sunk by submarine gunfire SW of Tuskar
19.8.1915	**Samara** Sunk by submarine gunfire W of Bishop Rock
28.2.1916	**Masunda** Sunk by gunfire 106nm SW of Cape Matapan

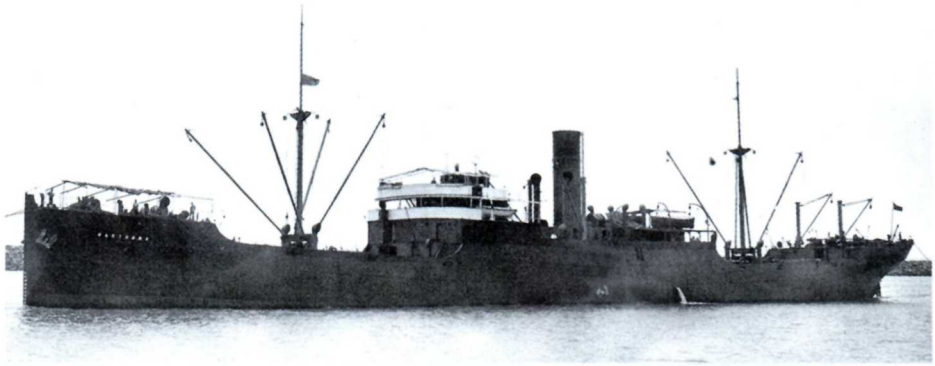


Left: The 7,083grt Loch Maddy was built in 1943 by SB Corporation Wear at Southwick as the Empire Trail for the Ministry of War Transport. In 1947 she joined Milidis Shipping of London as Trail before becoming Loch Maddy in 1951. In 1960 she was sold to Panamanian Oriental SS Corp. and renamed Ocean Glory. On 2nd September 1962 she was involved in a collision at Hong Kong during typhoon Wanda with the 7,053grt Grosvenor Navigator, the former Empire Pendennis. She was so badly damaged that she was broken up by Hong Kong Salvage & Towage the following year. *(G. Bunschoten - Malcolm Cranfield collection)*

Above: The 3,846grt Ingola was built in 1925 by Wm. Gray at West Hartlepool. In 1940 she was sold to Tenax SS Co. and renamed Tenax, then in 1946 she joined John Manners of Hong Kong without changing her name. In 1947 she moved to Chong Kwok SS Co. of Shanghai as Kwok Sing, then in 1948 she moved to Wallem & Co. of Panama as San Antonio. In 1951 she was sold to Mitsui Senpaku KK of Tokyo as Yubari Maru and on 10th January 1961 she arrived at Mukaishima to be broken up. *(John B. Hill collection)*

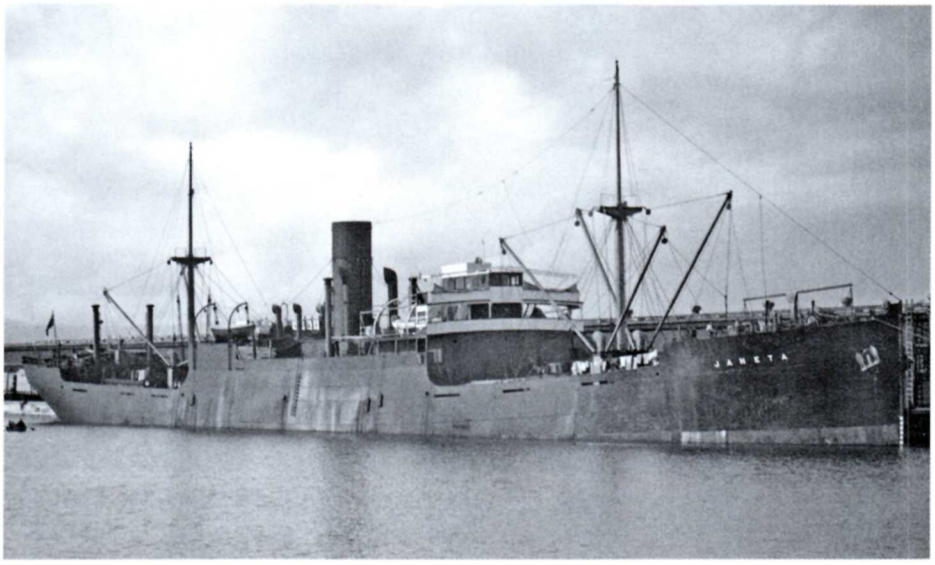
Below: The 4,999grt Marthara was built in 1926 by D. & W. Henderson at Meadowside. In 1938 she was sold to Alexandria Nav. Co. of Egypt and renamed Star of Suez. On 15th December 1942 she was torpedoed and sunk by U-159 off Brazil while on a voyage from New York to Suez via Trinidad and Cape Town with a cargo of vehicles, aircraft and explosives. *(John B. Hill collection)*

Bottom: The 4,966grt Uganda was built in 1927 by D. & W. Henderson at Meadowside. On 19th October 1940 she was torpedoed and sunk by U-38 in the North Atlantic while part of convoy HX-79 on a voyage from Montreal to Milford Haven with a cargo of steel and lumber. *(John B. Hill collection)*



29.5.1917	**Victoria** Torpedoed/sunk NE of Scarborough
23.9.1917	**Irthington** Torpedoed/sunk near Cape Vaticano, Italy
18.10.1917	**Madura** Torpedoed/sunk SW of Bishop Rock
24.11.1917	**Nyassa** Torpedoed/sunk off Lizard
3.1.1918	**Mereddio** Posted missing - cause unknown
8.3.1918	**Uganda** Torpedoed/sunk NE of Linosa
20.3.1918	**Kassanga** Torpedoed/sunk SE of Arklow L.V.
24.7.1918	**Rutherglen** Torpedoed/sunk SE of Port Mahon
29.9.1918	**Nyanza** Torpedoed/sunk NE of the Maidens

Operations had continued as normal during the first year of the war, but July 1915 proved to be a bad month for the company. Four ships were lost with two of these being wrecked in the White Sea in ballast, and incredibly Madura was mined in the White Sea in the same month on the 27th but managed to reach Archangel. The massive losses suffered by all



Above: The 5,312grt Janeta was built in 1929 by Barclay, Curle at Whiteinch. On 1st May 1944 she was torpedoed and sunk by U-181 off West Africa with the loss of 14 crew while on a voyage from Algiers to the River Plate in ballast.

Below: The 5,250grt Masunda was built in 1929 by Alexander Stephen at Linthouse. In 1952 she was sold to Inui Kisen KK of Kobe and renamed Ken-Ei Maru. On 10th July 1963 she arrived at Kawajiri to be broken up.

Bottom: The 4,996grt Loch Maddy was built in 1934 by Lithgows at Port Glasgow. On 21st February 1940 she was torpedoed by U-57 near Copinsay, Orkney and the next day by U-23. She broke in two and the aft part was beached but the bow part sank. She had been on a voyage from Vancouver to Leith with wheat, lumber and aircraft. Four crew were lost.

(All photos from the John B. Hill collection)

shipowners pushed up second-hand tramp prices and in 1916 the company began to sell tramps. Nyassa of 1915 was sold for £180,000, Masarua of 1913 for £180,000, Angola of 1912 for £180,000 and Gowanburn of 1905 for £115,000. Thus the company finished the war with only 8 tramps.

Sir Joseph Maclay was appointed in 1916 to preside over the newly constituted Ministry of Shipping. This new Government department had been formed to check and control the irresponsible and wasteful requisitioning of merchant tonnage by various Government offices. Few people outside shipping circles expected Sir Joseph to be appointed, but his intimate knowledge of tramp shipping was of extreme value to the appointment.

He was most successful and was respected for his straightforward talking, and was lated appointed a Privy Councillor and in 1918 joined the War Cabinet. It was the duty of the Ministry of Shipping to specify the type of vessels that were needed most urgently, and it is interesting to note that the 'A','B', and 'C' standard ships were based on the designs of company ships built for them by Alexander Stephen. After the war Sir Joseph authorised the sale of standard ships built during it, and he relinquished his position of Shipping Controller in March 1921 and received a Peerage in November 1922 for very real services to his country.

The company wisely made no attempt to build up the fleet again during the post-war boom and subsequent massive slump, but nine of varying sizes were delivered during the next 5 years:-

- Alexander Stephen & Sons Ltd. (2)
  Induna, Masunda
- W. Gray & Co. Ltd. (2)
  Domira, Ingola
- Barclay, Curle & Co. Ltd. (2)
  Invella, Janeta
- D.& W. Henderson (3)
  Marthara, Uganda, Nyanza

It had always been the policy of the company to build when prices were low, usually during a depressed period in the shipbuilding industry, and sell when prices were high. The very first tramp built for Maclay & McIntyre, General Gordon, had been built during a depression.

During the inter-war period the company ships were mainly employed in the long distance tramp trades, coal outwards from South Wales ports to the Plate and grain home or ballast to Cuba for sugar. Lord Maclay divided his time between his public duties which included the Clyde Trust, and the company he had founded.

When the depression of the 1930s began to bite ships had to be laid-up at the end of voyages and the old ones never got going again. Magdala of 1906 was sold for scrap

and arrived at Sunderland on 2nd July 1932 and Romera of 1909 was broken up during 1934 at Rosyth by Metal Industries.

With prices of new tramps at rock bottom again now was the time to build and three new sisters of 8,000 dwt were completed during 1934 for a new company set up that year, Glasgow Navigation Co. Ltd. A new nomenclature was started with Loch Ranza, Loch Lomond and Loch Maddy from Alexander Stephen, D.& W. Henderson and Lithgows respectively. The similar Loch Dee and Loch Don were completed by J. L. Thompson & Sons Ltd. at Sunderland in 1937. The Glasgow United Steamship Co. Ltd. owned 3 tramps in 1934 and made a trading loss of £1,947 with no dividend being paid.

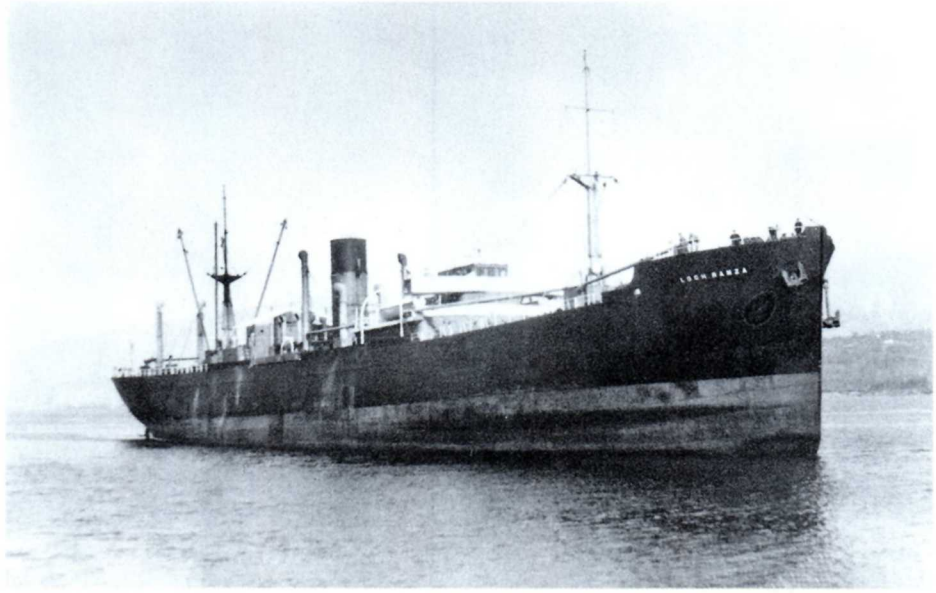
On the outbreak of war the fleet consisted of 12 large modern tramps, 5 'Lochs plus Janeta and Masunda of 1929, Nyanza of 1928, Uganda of 1927, Induna and Ingola of 1925, and Invella of 1924. The company was still operating from their original offices in Bothwell Street, Glasgow and Lord Maclay was still Chairman.

Only 5 of the pre-war fleet were to survive the onslaught, the losses being:-

21.2.1940	**Loch Maddy** Torpedoed/sunk near Copinsay LH
19.10.1940	**Uganda** Torpedoed/sunk NW of Rockall
20.10.1940	**Loch Lomond** Torpedoed/sunk SE of Rockall
3.2.1942	**Loch Ranza** Sunk by air attack off Singapore
30.3.1942	**Induna** Torpedoed/sunk NE of Murmansk
1.4.1942	**Loch Don** Torpedoed/sunk NE of Bermuda
1.5.1944	**Janeta** Torpedoed/sunk off West Africa

Uganda and Loch Lomond were both members of convoy HX79 of 49 ships which lost 13 ships in a massacre started on 19th October 1940 as they approached Rockall. Sighted by U-boat ace Prien in U47 the day after the rout of convoy SC7 the one-sided battle started by U-boats surfacing in the convoy between the columns and continued over 9 hours of darkness.

Uganda was one of the first hit and all but one of her lifeboats were destroyed when the torpedo struck home from U38. Loch Lomond was the last sunk and this was unfortunate as she was designated as Convoy Rescue Ship and had onboard all the survivors from the other 12 ships which had been pulled out of the sea during the night. Fortunately all survivors plus her own crew were rescued by an escort.

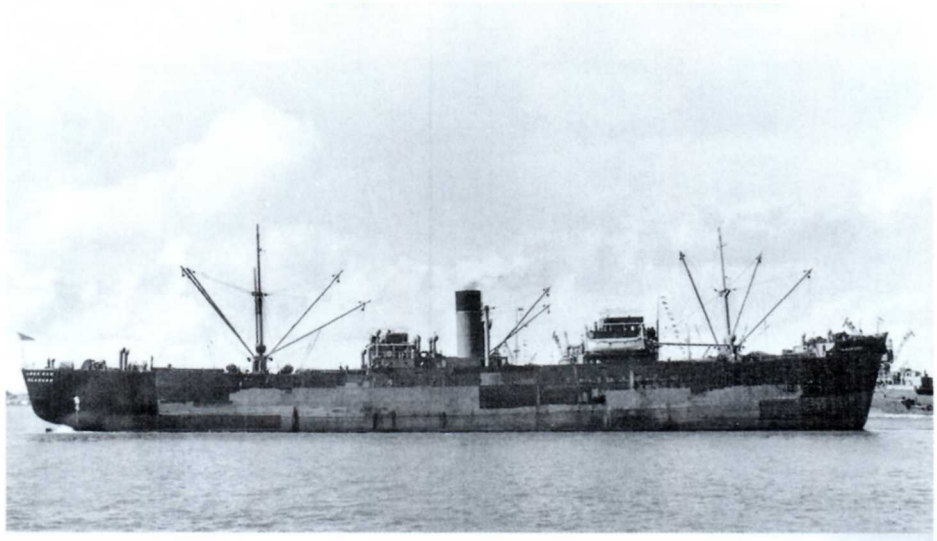


Above: The 4,958grt Loch Ranza was built in 1934 by Alexander Stephen at Linthouse. On 3rd February 1942 she was bombed and sunk off Singapore while on a voyage from Singapore to Batavia. Seven crew perished.

Below: The 5,249grt Loch Don was built in 1937 by J.L. Thompson at North Sands. On 1st April 1942 she was torpedoed and sunk by U-202 NE of Bermuda while on a voyage from New York to Cape Town with a cargo of wheat and general. Three crew were lost.

Bottom: The 5,252grt Loch Dee was built in 1937 by J.L. Thompson at North Sands. In 1955 she was sold to Galaro Cia Naviera SA of Costa Rica and renamed Cape Ora.On 4th November 1959 she arrived at Hong Kong to be broken up by Hong Kong Chiap Hua Manufactory Co.

(All photos from the John B. Hill collection)



Above: The 7,086grt Loch Don was built in 1943 by Harland & Wolff at Govan as the Empire Nerissa for the Ministry of War Transport. In 1949 she joined Claymore Shipping of Cardiff as Daydawn before becoming Loch Don in 1954. In 1959 she joined Maritenia Shipping of Rijeka as Kraljevica, then on 24th June 1966 she arrived at Split to be broken up by Brodospas. *(FotoFlite)*

Below: The Loch Morar was built in 1943 by Short Bros. at Pallion as the Empire Camp for the Ministry of War Transport. In 1946 she joined Cunard as Valacia and in 1951 she was sold to Charles Hill of Bristol and renamed New York City. She became Loch Morar in 1955. In 1959 she was sold to Lutfi Yelkenci Evlatlari Donatma Istiraki of Istanbul and renamed Yelkenci and on 20th February 1971 she arrived at Istanbul to be broken up by Imdat Gundogdu ve Zaven Eseyan. *(FotoFlite)*

Bottom: The 7,045grt Loch Ranza was built in 1944 by Wm. Hamilton at Glen Yard as the Empire Swordsman for the Ministry of War Transport. In 1948 she joined Goulandris Bros. as Granrock and in 1950 she moved to Ben Line as Benloyal. She became Loch Ranza in 1951, then in 1960 she was sold to Trico Corporation SA of The Lebanon and renamed Tertric. On 26th April 1968 she arrived at Kaohsiung to be broken up. *(Malcolm Cranfield collection)*

Loch Ranza was torpedoed and damaged in HX90 on 1st December 1940 by U101 three days from safety but was fortunately towed in. She was later bombed and sunk on 3rd February 1942 while fleeing Singapore for Batavia after discharging her cargo. She was carrying four R.A.F. personnel who survived the subsequent fire, but six crew and one gunner had died in the inferno. She was beached and later blown apart by internal explosions.

Thirty one of the forty crew and ten gunners on Induna suffered the equally horrible fate of being frozen to death a month later on 30th March. They had sailed in PQ13 for Murmansk from Iceland on the 20th but by the 27th the convoy was scattered over 150 miles by a violent storm. Induna was easily picked off by U376 shortly after she had stopped towing an armed trawler when the towline had parted. The crew got off in two lifeboats, one containing 32 and the other containing 18 persons. Most froze to death in the first two nights but land was sighted on the fourth night and 21 brave survivors were picked up by Russian aircraft and minesweepers and taken to hospital where two more died.

Ingola had been sold in 1940 and survived the war as Tenax, and the company survivors were Invella, Nyanza, Masunda and Loch Dee. After the war the business was rebuilt again with the board of directors substantially the same as pre-war together with Marine Supt. Binnie who had been with the company for nearly 50 years. Invella was sold to Greece in 1947, Nyanza to Germany in 1950 and Masunda to Japan in 1952, ironically since these last two countries had successfully wiped out their fleetmates. Two standard Empire types were purchased as replacements in 1951 and renamed Loch Ranza and Loch Maddy.

In April 1951 the first Lord Maclay died in his 94th year. His son, Joseph Paton Maclay, succeeded him to the title and was elected Chairman.

The board was then as follows, Lord Maclay, Hon. J. S. Maclay, J. A. Nimmo and W. G. Murray with J. Thompson as Marine Superintendent. The company had meanwhile moved offices from Bothwell Street to 125, Buchanan Street and shortly afterwards Hon. J. S. Maclay left the board to take up a political career.

The pre-war Loch Dee was then sold off and replaced in 1955 by two more 'Empire' types which were renamed Loch Don and Loch Morar. The four 'Empires' could not compete after the downturn in freight rates starting in the middle of 1957, and Loch Don and Loch Morar were sold in 1959.

The last pair, Loch Ranza and Loch Maddy, were sold in 1960 after being laid-up for over 18 months.

A sad end for another British tramp company after 75 years trading.

All of our high quality photo prints, featuring the different types of transport in one place!

WWW.PHOTO-TRANSPORT.COM

Digital Downloads Now Available!

HIGH QUALITY TRANSPORT PHOTOS ON ONE FEATURE-PACKED WEBSITE!

We now have over 10,000 photos!

Our primary photo collection is from the 'DON SMITH COLLECTION' – a superb compilation containing many classic photographs from around the world, taken over the last 40 years! We also have other photographers collections included on our website. We hope you like the site and have made it even easier to order from us by opening a **FREE** account!

Don't have access to the internet - then you can still send for a list at the address below.*

We are always looking for collections of good quality images either to purchase or use on a commission basis. Contact us if you are thinking of disposing of a collection.

- **We have separate lists for Shipping, Railway and Aviation Photos**
- **Each list is £3.95. Please specify which list you require and make cheques payable to Mr D Smith.**

Orders, lists and a sample print* is available from:
Mr D Smith, 18 Shotley Close, Clacton On Sea, Essex CO16 7LJ.
Email: mail@phototransport.com

PICTURE OF THE MONTH

PS 1721 Deben (New Funnel Colours)
BR/183/1960 off Harwich 21.7.1976

Available as 12" x 8" (A4) approx at £9.95 Postage UK included.
EEC add £2.50 sterling, rest of the world add £4.50 sterling.
Silk or Glossy finish. Larger sizes available.

- **Spend £50 and get 10% discount when using our new website – enter the code SAVE10 on checkout**
- **Order either list and get a FREE Aviation list**

Please note that ANY pictures credited to PHOTOTRANSPORT in this magazine are also available from us

WORLD SHIP SOCIETY

Founded in 1947, the World Ship Society has some 2,000 members worldwide who are interested in ships, past and present. Its monthly journal *Marine News* is a byword for accurate information.

DELIVERED AS A PDF BY E-MAIL EVERY MONTH: SHIPPING NEWS AT THE SPEED OF LIGHT

MARINE NEWS - provides the most comprehensive and convenient listings of merchant ship activity for enthusiasts – some 10,000 entries a year covering launches, name and ownership changes, details of casualties and demolitions, all available as a 64-page digital magazine delivered to members' computers around the first of each month and backed by an annual Index. In addition, there is topical warship coverage, feature articles, photographs and Society news.

MARINE NEWS SUPPLEMENT & WARSHIPS - The monthly digital supplement to *Marine News* contains supplementary photographs Fleet Lists and long feature articles covering modern and historical subjects. The quarterly naval publication *Warships* has been incorporated into the *Supplement* series and will be published every February, May, August and November.

PUBLICATIONS – Fifty excellent WSS fleet lists and specialist history books are available to members at greatly discounted prices with up to three new titles each year. Recent titles include *The TID Tugs of World War 2*, *Grand Fleet Destroyers Vol 1: Flotilla Leaders & V/W Class Destroyers* and *A Maritime Review of 2019*.

PHOTOGRAPHS - The World Ship Society has one of the largest and most wide-ranging collections in the world.

BRANCHES - The World Ship Society has over 50 local branches worldwide which hold monthly meetings.

MEMBERSHIP - annual membership of the World Ship Society (includes 12 digital copies of *Marine News* and digital *Supplements* per annum) costs £22. Get a trial digital copy of *Marine News* by e-mailing your name and address to: membershipsecretary@worldshipsociety.org or write to the Membership Secretary, World Ship Society, 17 Birchdale Road, Appleton, Warrington, Cheshire WA4 5AR (UK)

WORLD SHIP SOCIETY MEMBERSHIP HAS NEVER BEEN EVEN BETTER VALUE
www.worldshipsociety.org

READERS' CORNER

April's unknown ship brought many replies most of whom identified her as the Borthwick.

Alan Blackwood writes: This month's 'unknown' is the as built 871 gross ton, but soon after remeasured at 900 grt. single screw coaster Borthwick. She was the first of a similar but not truly identical pair of vessels built by the Harland & Wolff subsidiary A & J Inglis Ltd. at their Pointhouse Yard, Glasgow, as part of an overall order for six motorships of essentially similar war standard design and dimensions, for the Ministry of War Transport, London, to be constructed on a shared numerical basis by three shipbuilders.
Launched during 3rd November 1940 as Empire Gat, the subject vessel was completed on 2nd April 1941, registered at Glasgow, with A J & A Gardner Ltd. of Glasgow appointed managers.
With overall dimensions of 211'00" x 33'01" x 13'10"(moulded depth) on a maximum summer draft of 13'5.75", Empire Gat's main propulsion consisted of a 5 cylinder two stroke single acting 800bhp oil engine constructed by British Auxiliaries Ltd., at Glasgow and returned a maximum speed of 9.5 knots.
During August 1942 her management was transferred to the Leith based George Gibson & Co. Ltd., one of 10 vessels to be managed by the Company on behalf of the MoWT. During 1945 the vessel's management was further transferred to that of the General Steam Navigation Co. Ltd., London until mid 1947.
The vessel's wartime tasks began almost immediately upon her April 1941 delivery for, whilst during an early voyage, on 4th May 1941 she was attacked by German aircraft when some 6 miles north of Trevose Head on passage from Barry to Cowes with a cargo of coal, sustaining damage to her main engine truss bearings. The vessel recorded 25 convoy sailings which commenced during September 1941 when engaged in a comprehensive series of operations initially on the Scottish coast carrying coal from mainly Methil to Oban and later to Loch Ewe. From 1943 however her convoy sailings became longer ranging as an A.S.I.S (Armament Supply Issuing Ship) in support of Allied campaign operations throughout the Mediterranean via Gibraltar, further eastwards to Malta and ports in Italy, Yugoslavia, Libya and Egypt and included during August 1944 whilst operating out of the Algerian port of Oran, her involvement in support of 'Operation Dragoon' – the Allied invasion of Provence. Her convoy duties culminated in her final such sailing during April 1945 to Naples and Leghorn, but did not complete other wartime related duties until her return to Grangemouth on 3rd March 1947.
July 1947 saw her purchase by earlier managers George Gibson & Co. Ltd., when renamed Borthwick – the second vessel to be so named by the Company. Following extensive overhaul at Grangemouth to make good damage sustained during wartime service., her first voyage under this ownership commenced on 24th September 1947 when she sailed from Grangemouth in ballast to the Tyne to load 1,100 tons of coal for Portsmouth. Thereafter she traded on a mix of both UK coastal and North Sea services in support of her owner's North Sea and Iberian Liner services. During December 1959 the vessel was sold out of the Gibson fleet to Ubaldo Gennari fu Torquato & Co., of Pesaro, Italy for further trading and during January 1960 remeasured at 888 grt and renamed Agostino when registered at Ancona. 1971 saw her onwards sale to Silnari, of Ancona without change of name or PoR. The following year the vessel was sold to Ivy Shipping Co. S.A. of Panama when renamed Ivy. Little is known of her thereafter until 1986 when she was deleted from the Register as her continued existence was held in doubt.

Peter Sommerville writes: This ship is the Borthwick of George Gibson & Co., Leith (later Gibson & Rankin Line). She was built by . & J. Ingles Ltd., Glasgow as the Empire Gat in 1941 for the Ministry of War Transport and placed under the management of J. & A. Gardner Ltd., Glasgow. This was transferred to George Gibson in 1942 and then acquired by them in 1947 with the change of name to Borthwick. In 1959 she was sold to Italian owners and renamed Agostino in 1960. In 1971 she was sold again to Italian owners who kept her name and in 1972 she was sold to Ivy Shipping Co. SA, Panama and renamed Ivy. In 1986 she was deleted from register and assumed scrapped. The very similar Crichtoun was built in 1946 for the company until sold in 1965.

John Jordan writes: This motor coaster was built by Charles Hill in 1946 in Scotland for George Gibson & Company at Grangemouth Dockyards. She is I believe MV Crichtoun who carried a range of cargoes including coal. In 1966 she was sold on as Vauquelin and in 1967 was transferred to new Canadian owners Bouchard's of Quebec and renamed C. Omer Marie. In 1972 she seems to have parted company with Marie and was renamed C. Omer. Interestingly Hills who built 560 ships built their last ship in 1977, the Miranda Guinness. The Crichtoun was 873 tons and had British Polar Engines.

John Mattheson writes: The Unknown Ship is the George Gibson & Comapny's Borthwick, built in 1941 as the Empire Gat.

Jim Simpson writes: The unknown ship in the April edition is the M.V. Borthwick, proudly flying the houseflag of her owners George Gibson & Co. Ltd. of Leith. The Borthwick was built by A. & J. Inglis of Glasgow as the Empire Gat. Launched in November 1940 and completed in April 1941, she had the following dimensions and tonnages: LOA 203ft, Beam 33.1ft and Depth 11.7ft, GRT 900, NRT 460, DWT 1,160. She was fitted with a 5 cylinder diesel engine of 850 BHP built by British Auxiliaries of Glasgow which gave her a speed of 9.5 knots.
Upon delivery to the MOWT, the ship was placed under the management of J. & A. Gardner of Glasgow and in August 1942, this was transferred to George Gibson & Co. Ltd. Gibsons bought her in 1947 and gave her the name Borthwick following their tradition of naming all their ships after places in the Scottish Borders. The Borthwick was employed on their liner service between east coast Scottish ports, principally Leith and Grangemouth, Rotterdam, Antwerp and North French ports. In December 1959 she was sold to Ubaldo Gennari Futorquato & Co. of Pesaro, Italy, becoming the Agostino. Remaining with Italian owners the ship was sold to Silnari of Ancona and a year later was sold to Ivy Shipping Co. S.A., Panama. There are no further records until she was deleted from Lloyds Register in 1986.

Dave Haxell writes: I believe the unknown ship, is the Crichtoun, O.N. 181175, owned by George Gibson of Leith. She was launched on the 18th March 1946 at the Grangemouth Dockyard Co. Ltd., Grangemouth (Yard no 468) and completed in the June of that year. Having the dimensions of 210.6 feet in length, 33 feet in breadth and a depth of 13.6 feet. Her tonnage was 873 gross, 455 net and a deadweight of 1,110 tons. Powered by 2SA 6-Cyl (340 x 570mm) British Polar diesel engine giving a speed of 11 knots. She served on the companies East Coast of Scotland services to North European, Northern France and Portugal in conjunction with the Rankine Line. After giving almost 20 years service to the fleet she was acquired by Valier Bouchard of Riviere du Loup in Province of Quebec and renamed Vauquelin. She did at this stage however temporarily retain her Leith registry. However in less than a year she was under the ownership of Euclide Bouchard, Ltee, Quebec and was renamed C. Omer Marie. Just a year later she was renamed C. Omer but was still under the same ownership. In 1972 she was purchased by the Puddister Trading Co. Ltd. of St. Johns, Newfoundland where she was renamed Marine Transport. At some stage she was re-engined and had a 4SA 16-Cyl Caterpillar Tractor engine installed which increased her speed to 14 knots. After a reasonable length of service in 1989, she was acquired by Cybna Corp. Internacional S.A. of Panama but was registered in Puerto Cortes in Honduras. Her ownership after that becomes uncertain and just 2 years later on the 22nd April 1991 she foundered 10 miles of Cape Race, Newfoundland after sustaining damage from ice floes. It was reported that she was engaged in Cocaine smuggling. A somewhat ignominious end to a honest and long serving vessel.

Mike Filbee writes: She is the motor ship Borthwick, completed by A. & J. Inglis in Glasgow, yard No 1088P for the Ministry of War Transport in 1941 as the Empire Gat and placed under management of J. & A. Gardner Ltd. in 1942, and the managers became George Gibson & Co. Ltd. and she was renamed Borthwick II. In 1959 she was sold to Ubaldo Gennari fu Torquato Pesaro, in Italy and renamed Agostino. In 1971 she was sold to Silnari of Ancona and in 1972 she was sold to Ivy Shipping and renamed Ivy. In 1986 she was deleted from the Register.

John Livingstone writes: I recognised the flag as George Gibson but finding the ship was more difficult. Anyway I found it and I am sure she is the Borthwick, built by A. & J. Inglis in 1941 as the Empire Gat. She was acquired by Gibsons in 1947, sold in 1960 and again in 1972, and deleted from the register in 1986.

Doug Burn writes: The April Mystery ship is the Borthwick (2) of George Gibson and Co. Dimensions 203.0 ft x33.1 ft x11.7ft., tonnage 900grt, 460nrt. Built by A. & J. Inglis Ltd., Glasgow as Empire Gat for the Ministry of War Transport, placed under the management of J. & A. Gardner, Glasgow from August 1942.
Managers became George Gibson & Co. Ltd. in July 1947 and then acquired by the company and renamed Borthwick.
1959 Sold to Ubaldo Gennari fu Torquato & Co., Pesaro, Italy
1960 renamed Agostino
1971 Sold to Silnari Ancona Italy
1972 Sold to Ivy Shipping of Panama renamed Ivy
1986 Deleted from register, existence in doubt.
The photograph shows her in Gibsons colours and ownership.

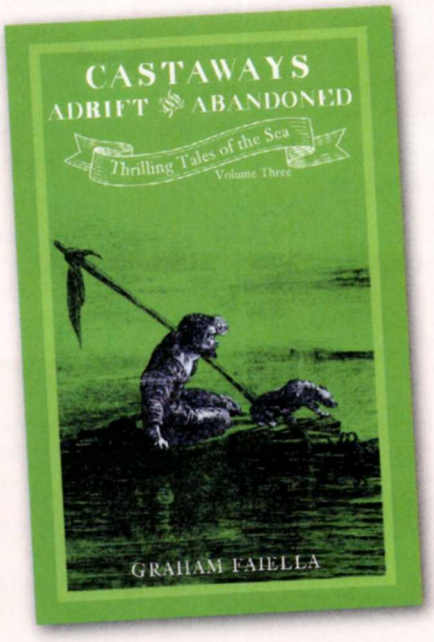
Martin Liddle writes: I believe the ship is George Gibson & Co.'s Borthwick (II), built by A.J. Inglis, Glasgow. In April 1941 she was completed as Empire Gat, managed by J. & A. Gardner, Glasgow. From August 1942 she was managed by george Gibson & Co. and in July 1947 she was renamed Borthwick and acquired by George Gibson & Co. In December 1959 she was sold to Italian owners and renamed Agostino, and in 1972 she was sold to Panama owners and renamed Ivy. In 1986 she was deleted from the register.

BOOK PRIZE

THIS MONTH'S UNKNOWN SHIP

CAN ANY READER IDENTIFY THIS VESSEL?

Win a book by Graham Faiella



Readers have the chance to win a copy of the book, ***"Castaways - Adrift and Abandoned"*** by the maritime author, Graham Faiella.

This book has been kindly donated by:-

The History Press,
97 St George's Place, Cheltenham,
Gloucestershire, GL50 3QB

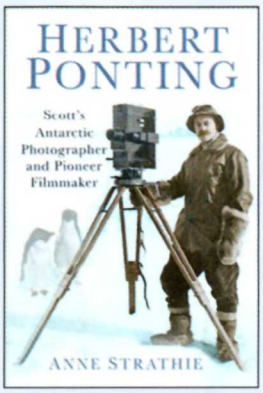
www.thehistorypress.co.uk

All you have to do is identify the mystery ship above. When the closing date arrives, a winner will be selected at random from all the correct answers received.

The identity of the ships in these photographs is known to the editor so there can be no dispute.

Please send your answers to: The Editor, Shipping Today & Yesterday, PO Box 1055, Alderney, Channel Islands GY9 3BL
or by e-mail: **editor@shippingtandy.com**
When replying by e-mail please ensure that your full postal address is included.
Closing date for entries is **14th June.** The details of the winning entry will be published in the August edition.
The winner of the April competition was **Mike Filbee of Peacehaven**
You can combine your answers with unknown ship answers or any other subject that you would like to raise with the editor.

BOOK REVIEWS



HERBERT PONTING
Scott's Antarctic Photographer and Pioneer Filmmaker

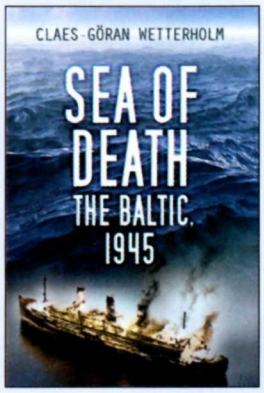
by Anne Strathie

Herbert Ponting (1870-1935) was a young bank clerk when he bought an early Kodak compact camera. By the early 1900s, he was living in California, working as a professional photographer, known for stereoview and enlarged images of America, Japan and the Russo-Japanese war. In 1909, back in Britain, Ponting was recruited by Captain Robert Scott as photographer and filmmaker for his second Antarctic expedition. In 1913, following the deaths of Scott and his South Pole party companions, Ponting's images of Antarctica were widely published.

During the economically depressed 1920s and 1930s, Ponting wrote his Antarctic memoir, re-worked his Antarctic films into silent and 'talkie' versions and worked on inventions. Like others, he struggled financially but was sustained by correspondence with photographic equipment magnate George Eastman, a late-life romance with singer Glae Carrodus and knowing that his images of Antarctica had secured his place in photographic and filmmaking history.

I would highly recommend ithis book to our readers.

Published by: The History Press, 97 St George's Place, Cheltenham, Gloucestershire, GL50 3QB
www.thehistorypress.co.uk
ISBN: 978-0-7509-7901-6
Paperback: 234mm x 156mm, 272 pp illustrated
Price: £16.99



SEA OF DEATH
The Baltic, 1945

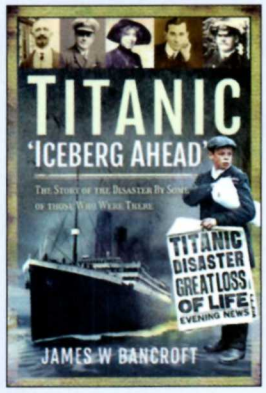
by Göran Wetterholm

Amid the turmoil of the dying days of the Second World War, a series of ships were sunk in the Baltic. These terrible disasters add up to be the greatest loss of life ever recorded at sea, but the stories of these ships have been lost from view. While everyone recognises the name Titanic, the names Wilhelm Gustloff, Cap Arcona, Goya, General von Steuben and Thielbek draw little more than blank stares.

Just over 1,500 people lost their lives on the Titanic whereas more than six times that number perished on the Wilhelm Gustloff alone.

Claes-Göran Wetterholm brings the horror of these tragic events to life in this gripping study, first published in Swedish, as he collates the unknown stories of five major shipping disasters, the most terrible in history. Combining archive research with interviews with survivors and the relatives of those who died, Wetterholm vividly conveys his experiences of meeting many witnesses to a forgotten and horrifying piece of history.
This is a brilliantly researched book with full details of these disasters and I would very highly recommend it to our readers.

Published by: The History Press, 97 St George's Place, Cheltenham, Gloucestershire, GL50 3QB
www.thehistorypress.co.uk
ISBN: 978-0-7509-9507-8
Paperback: 234mm x 156mm, 320 pp illustrated
Price: £20



TITANIC
'Iceberg Ahead'

by James W. Bancroft

To have sailed on 'the voyage of the century' aboard White Star Line's RMS Titanic was like being one of the first passengers to fly on Concorde.

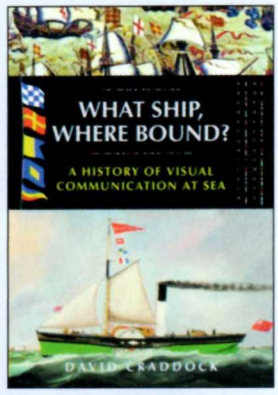
On 10th April 1912, people from all walks of life began embarking on Titanic, then the largest ship afloat, for what was to be the trip of a lifetime on the ship's maiden voyage across the north Atlantic.

Much has been written about the Titanic disaster, and it has been the subject matter for several films. The author is well-known for his depth of research and his attention to detail, and in a new style of format, he has selected fifty people involved in the disaster, and by using their specific eyewitness accounts he has managed to make the confusing situation much clearer, making it possible for the reader to experience the dreadful events as they unfolded.

The book also includes biographical tributes to the fifty people, who came from all walks of life, telling who they were, their experiences during the disaster, and what happened to those who were fortunate enough to survive.

I would recommend it to our readers.

Published by: Front Line Publishing, Pen & Sword Books, 47 Church Street, Barnsley S70 2AS
www.frontline-books.com
ISBN: 978-1-5267-7206-0
Hardback: 234mm x 156mm, 181 pp illustrated
Price: £20



WHAT SHIP, WHERE BOUND?
A History of Visual Communication at Sea

by David Craddock

What Ship, Where Bound? takes its title from the familiar opening exchange of signals between passing ships, and celebrates the long history of visual communications at sea. It traces the visual language of signalling from the earliest naval banners or streamers used by the Byzantines in AD 900 through to morse signalling still used at sea today.

The three sections, Flag Signalling, Semaphore, and Light Signalling each trace the development of the respective methods in meeting the needs of commanders for secure and unambiguous communication with their fleets.

Covering a wide spectrum of visual signalling methods from false fire, through shapes, furled sails and coloured flags to experiments in high speed text messaging by signal lamp, the book also examines the complex inter-relation between all three methods under battle conditions.

The book will appeal to mariners and naval historians alike.

It is a very well put together book and I would have no hesitation in very highly recommending it to our readers.

Published by: Seaforth Publishing, Pen & Sword Books, 47 Church Street, Barnsley S70 2AS
www.seaforthpublishing.com
ISBN: 978-1-5267-8482-7
Paperback: 245mm x 172mm, 96 pp illustrated
Price: £12.99

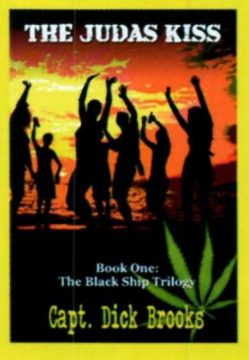
The Royal Naval Benevolent Trust

Supporting The RNBT Family

Men and women of the Royal Navy and Royal Marines serve their country, often at times of danger. Established in 1922, the RNBT helps non-commissioned Sailors, Marines and their families (The RNBT Family) throughout their lives.

Your donation will help us to help them.

Castaway House, 311 Twyford Avenue, Portsmouth, Hampshire, PO2 8RN
T: 02392 690112 F: 02392 660852 E: rnbt@rnbt.org.uk www.rnbt.org.uk



Please do read my new book **The Judas Kiss** by Cpt. Dick Brooks, published by Amazon on Kindle (BOOKJ3664C)

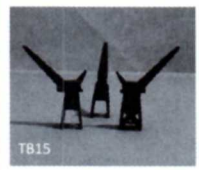
The four months I worked in the Leeward Islands in the Caribbean for the Greenboat Gang.

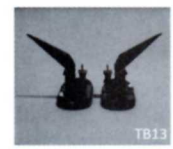
Tel: 01473 421 742 or email: dick.brooks@hotmail.co.uk

Navy Models & Books

Harbours, Ships & Second Hand Books

Triton 1/1250 range





Have you looked at our cranes recently?

We have a number of different cranes, all come painted and ready to go into your diorama

Why not check them out on our website?
(Please note, the pound coin is not included –just for size comparison!)
www.navymodelsandbooks.co.uk
info@navymodelsandbooks.co.uk Tel: 07413403154

William Doxford & Sons of Sunderland 1837-1988

This is the biography of an outstanding family business of shipbuilders and marine engineers.

300 pages, 260mm x 200mm. 220+ illustrations.

Listed on Amazon and Ebay or send a cheque payable to Patricia Richardson, to St. Vincents, Addington, West Malling, Kent ME19 5BW.

£21 incl. UK postage.
Please enquire for overseas rates.
No credit cards but Paypal accepted.

Tel. 07876 102 572

email: patriciarichardson567@btinternet.com

Shipping Today and Yesterday

Follow Us On Social Media

@ShippingMag

@ShippingMag

@magshipping

THE TAKEAWAY

MARK HARLAND'S LATEST NOVEL

When the Hong Kong 'handover' to Communist China morphed into a Takeaway a decade later, the operation to create the Pearl Delta Republic was launched. Illicit naval action in the South China Sea was the linchpin.

On Amazon Kindle NOW.

amazonkindle

www.mvhbooks.com

Shipping Indices

Alphabetically listing Ships for every issue during the year.

Available - 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015 and
Coming Soon - 2016, 2017, 2018, 2019 & 2020.

Prices (per index and includes postage & packing):
UK £5 each, Europe £7 each, Rest of the World £7.50 each

Payment can be made by cheque or postal order (in Sterling) made payable to Tandy Media Ltd, or by credit/debit card.

Available from Tandy Media Ltd
PO Box 302, Bexhill-on-Sea, TN40 9HN UK
T: 020 3745 3367 www.tandymedia.com

T&Y

www.worldshipclub.com

Go to sea within the comforts of your own home -

Visit our website for details or write to our address for your free infopack

SHIPS OF THE PAST AND PRESENT

With FotoFlite and Skyfotos libraries combined, the World Ship Club offers one of the world's largest and most comprehensive source of aerial ship photographs to the ship enthusiast

Skyfotos World Ship Club
10 Stafford Close
Ashford
Kent
TN23 4TT England
Tel: 44(0)1233 635556 Fax: 44(0)1233 635557
www.worldshipclub.com

CLASSIFIED

SOCIETIES

Join the **Thames Ship Society**

1962 T.S.S

Providing High Quality Tours for the Shipping Enthusiast.

To become a member of our society, contact: Dave Smith, 18 Shotley Close, Clacton On Sea, Esssex, CO16 7LJ, UK

or Email:

daviddonaldsmith@btinternet.com

www.thamesshipsociety.org.uk

MEMORABILIA

OCEAN LINER MEMORABILIA for sale. Including White-Star, Cunard, French Line, Royal Yachts and Royal Navy. **Cobwebs**, 78 Northam Road, Southampton. Tel: 02380 227458

SUBSCRIPTIONS

Subscriptions, back issues, binders and plans are available from Shipping T&Y, Tandy Media Ltd, PO Box 302, Bexhill-on-Sea, TN40 9HN, UK

Annual Subscription Rates: UK £51.50, Europe £70, RoW £75

Cheques/money orders in Sterling only please, payable to Shipping T&Y

We also accept most credit/debit cards.

T: +44 (0)203 745 3367 **E:** subs@tandymedia.com

ADVERTISING

Simon Briant, SDB Marketing

T: +44 (0)1273 594455

E: simon@sdbmarketing.co.uk

Shipping T&Y reserves the right to suspend or refuse any advertisement without giving reasons. While every care is taken to avoid mistakes Shipping T&Y cannot be liable in any way for any errors or omissions. Nor can the publisher accept responsibility for the bona fides of advertisers.

DISTRIBUTORS

Seymour, 2 East Poultry Avenue, London EC1A 9PT, UK

T: +44 (0)20 7429 4000 **W:** www.seymour.co.uk

© SHIPPING T&Y 2021

All articles, images and illustrations published in Shipping T&Y are strictly copyright and may not be reproduced in any form or stored in a retrieval system, of any kind, without written permission from the publishers. Opinions expressed by contributors and advertisers are not necessarily those of the editor or publisher.

www.shippingtandy.com

Advertisement

WARSHIPS
INTERNATIONAL FLEET REVIEW

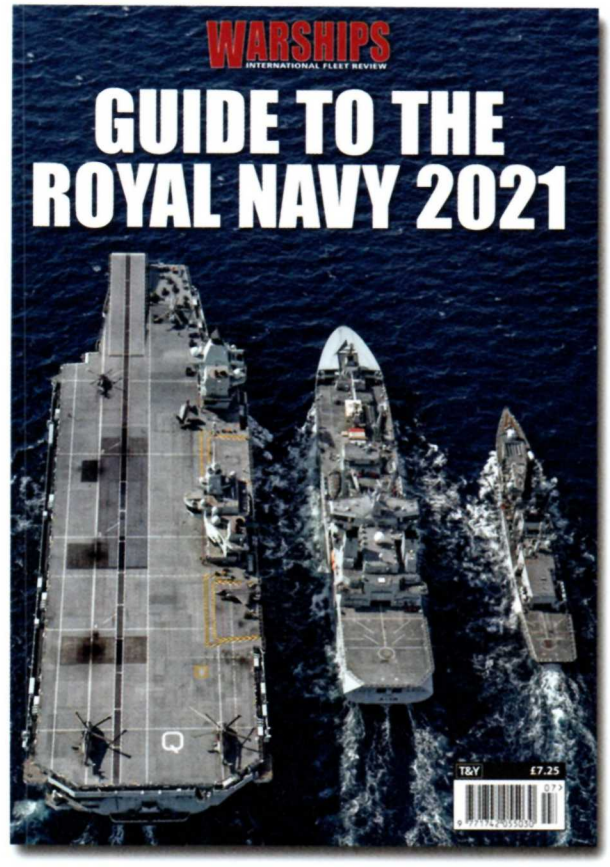
GUIDE TO THE ROYAL NAVY 2021

The Essential Guide to the UK's Naval Forces

On Sale from 16th July 2021

Will be available at all good Newsagents

(In the UK from this date and selected stores overseas some time after this date.)



Retail Price: £7.25

Presenting its customary mix of ship type and unit profiles, along with high impact imagery, features, commentaries plus analysis, the forthcoming new edition of the 'WARSHIPS IFR Guide to the Royal Navy' provides a vivid portrait of the British fleet in a time of great change.

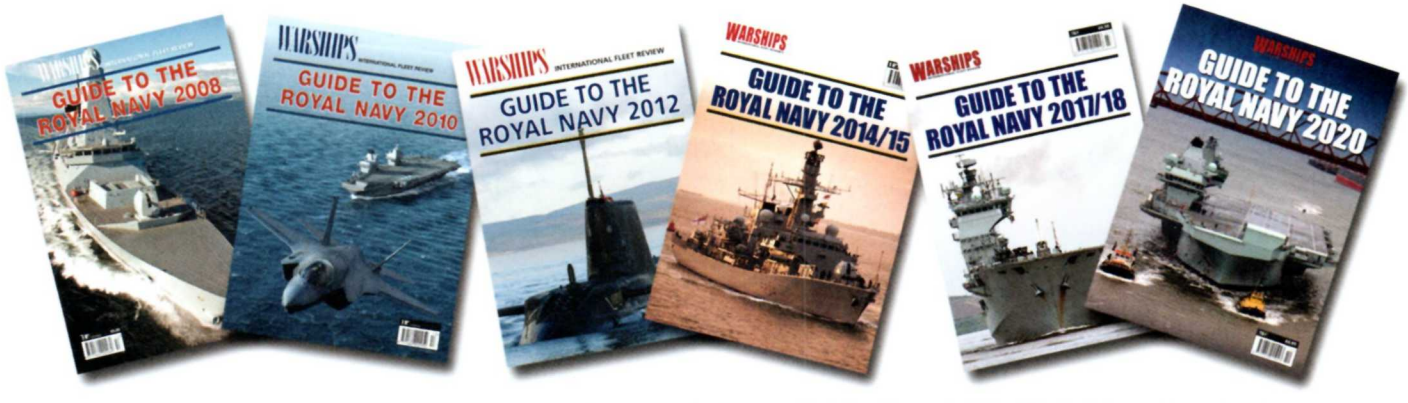
In addition to assessing the state and shape of the Royal Navy in 2021 - following the Integrated Review that put maritime forces at the forefront of national defence and foreign policy - the forthcoming Guide considers recent operations and other activities by the Fleet.

With a dash of naval heritage, along with a tour of where the Service currently operates, the Guide aims to also show the shape of things to come.

There will not only be a consideration of future developments in key areas but also objective assessments of how the RN is rising to the challenges of a turbulent world shaped by rising competition between the great powers and the coronavirus pandemic.

Since its first publication almost 20 years ago, the 'WARSHIPS IFR Guide to the Royal Navy' has sought to be highly accessible, visually exciting and provide both insight and vital information. It adds up to a unique means of understanding the nature of the Senior Service and the many missions around the world it tackles on a daily basis. That is why the Guide is essential reading for anyone interested in the modern Royal Navy.

Also available for Pre-Order from our website: http://bit.ly/grn2021


GUIDE TO THE ROYAL NAVY 2008
GUIDE TO THE ROYAL NAVY 2010
GUIDE TO THE ROYAL NAVY 2012
GUIDE TO THE ROYAL NAVY 2014/15
GUIDE TO THE ROYAL NAVY 2017/18
GUIDE TO THE ROYAL NAVY 2020

Publishers: TANDY MEDIA LTD, PO Box 302, Bexhill, TN40 9HN, UK

Phone: 020 3745 3367 or Overseas +44 20 3745 3367

Change Your Life Now

The finest supplements available for you

Prostate problems?

Too many visits to the toilet?

ProstaMax

Complete relief
Much more effective than Saw Palmetto

"The past few months I have been aware of very little discomfort in the lower regions which I can only contribute to this magic little pill. Prostamax has certainly been very successful for me and I would not like to be without it." Mr D M, Aberdeenshire

Need new energy and vitality?

Greens for Life

Transform the way you feel

Best Seller

Constipated?

You don't have to suffer any more

Col-Max

Unique formula
Totally natural
No pain or cramps

To order or for more information

www.medifort.co.uk

or call 01424 854232

Now celebrating 16 years of helping